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8.00 ,,	,,	10.00 ,,	... ,,	10 ,,
10.00 ,,	,,	11.00 ,,	... ,,	15 ,,
11.30 ,,	,,	12.45 p.m.	... ,,	15 ,,
12.45 p.m.	,,	1.15 ,,	... ,,	10 ,,
1.15 ,,	,,	1.45 ,,	... ,,	15 ,,
1.45 ,,	,,	2.15 ,,	... ,,	10 ,,
2.15 ,,	,,	5.00 ,,	... ,,	15 ,,
5.00 ,,	,,	8.10 ,,	... ,,	10 ,,

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12.00 noon	,,	1.00 p.m.	... ,,	10 ,,
1.00 p.m.	,,	5.00 ,,	... ,,	15 ,,
5.00 ,,	,,	6.00 ,,	... ,,	10 ,,
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Y 11.50	,,	Lv.	11.50 ,,	,,	,, ,,
	Changchun	Ar.	4.50 a.m.	Tues	Th. Sun.
R 9.60	,, (Russian Train)	Lv.	*3.00 ,,	,,	,, ,,
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R 9.60	Harbin (Russian Train)	Lv.	*10 a.m.	Mon.	Wed. Fri.
	Changchun	Ar.	*5.30 ,,	,,	,, ,,
Y 11.80	,, (S.M.R. Train)	Lv.	7.00 ,,	,,	,, ,,
	Mukden	Ar.	1.20 p.m.	,,	,, ,,
Y 11.55	,,	Lv.	2.10 ,,	,,	,, ,,
	Dairen	Ar.	10.20 ,,	,,	,, ,,
Y 49.00	,, (Steamer)	Lv.	Noon.	,,	Th. Sat.
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28th May, 1913. [720

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Hongkong, 16th April, 1913. [584

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BIRTH.

SAYER.—On December 20th, at Shanghai, to Mr. and Mrs. G. BURTON SAYER, a daughter.

MARRIAGE.

LOBB—GREENALL.—On Tuesday, December 23rd, at Christ Church, Woburn Square, London, W.C., E. LESLIE MARTYN LOBB, M.S. (Lond.), F.R.C.S. (Eng.), of Hongkong, China, only son of Rev. J. and Mrs. Martyn Lobb, of Cheshunt, Herts, to LOUISE JOSEPHINE, eldest daughter of J. N. and Mrs. GREENALL, of Nottingham. [1479

DEATH.

WARE.—On December 21st, at Shanghai, Rev. JAMES WARE, F.R.S.A., of the Foreign Christian Missionary Society, aged 54 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 27TH, 1913.

NATIONAL budgets presented to any country seldom pass without criticism, and in Japan the financial statements are usually very strongly attacked. The precise form of the budget for 1914-15 will not be known until it is submitted to Parliament in the coming week, but the general outline of the Government's plans is already known, and as it roughly coincides with the speech by the Minister of Finance at the annual banquet given by the Bankers' Association (an annual occasion at which the Minister is expected to give a forecast of the Government's financial policy as embodied in the forthcoming budget), it may be assumed that the information already made public is accurate. Broadly speaking, the new budget is to follow established lines. There will be no new departure. There is to be further retrenchment and postponement of expenditure on continuing works, a small reduction is to be effected in one or two taxes, and there will be an increased vote for the Navy. There is to be no revision of the system of levying or spending, though it remains to-day a patchwork system produced in a hurry to meet the exigencies of a great war. The Budget is to remain the thing of wonderful complexity that it has long been; the taxes are to remain for another year pretty much what they were in time of war. Nothing is said about the removal of the obnoxious duty on rice, nor the alteration of the anomalous transit dues, nor the reduction or withdrawal of the shipping subsidies. Taxation, direct and indirect, remains too high, unequal in its incidence and unnecessarily complicated. But reform is not even contemplated. It is good, of course, that the need of economy has been so well recognised by the last three Ministries and that the waste in some of the Government departments has been eliminated. But retrenchment can be carried too far. Retrenchment is a part of reform. But it is the negative side, and the negative is not enough—a positive is demanded. Retrenchment last year and the postponement of expenditure or work already started produced a surplus of 70,000,000 yen, and it is expected that the continuance of this policy will produce a surplus of nearly 60,000,000 yen at the end of the year 1914-15, or a total of nearly 130,000,000 yen. No wonder critics were led to express their sympathy for a Government which has more money than it knows how to dispose of, but, needless to say, such sympathy was expressed with tongue in cheek. In the good time coming, when this money is available—new consulates will be established abroad, several being in China, the warship and torpedo fund, which was reduced during the late war by 10,000,000 yen, will be supplemented, an appropriation will be made in the interests of military aviation and automobiling, the telephone service will be extended, subsidies will be given for harbour construction and improvement in various districts, and productive industries for the relief of sufferers from famine in the Hokkaido and north-eastern districts will be inaugurated. All these, according to Baron TAKAHASHI, the Minister of Finance, are to come in the sweet by and by when the big surplus mentioned has been realised. The burden of taxation, under which the people groan, is to be lightened in the following year, and if hope deferred hath not made the heart sick, the Japanese may be able to extract some comfort from this promise. The good time ahead is also to be marked by the continuation of the policy of redeeming the National Debt annually by 50,000,000 yen. To reduce the National Debt is a laudable ambition, but to reduce the National Debt while the necessity for fresh loans is so apparent is a piece of budgetting which is rather difficult to understand. It savours somewhat of whatwe would term "look-see pidgin." It is part of the scheme to create an impression among the people that the financial position is better than it really is. If the economic position of Japan is as sound as it is declared to be, the wisdom of such tactics is to be questioned. The trade returns certainly show indications of a healthy expansion. There is abundant evidence of industrial manufacturing enterprise, of the development of agriculture and sericulture, the increase of marine products, and so on. But that progress, great as it is, is restricted by the tightness of money in the country and the starving of public utilities. The means of communication need to be extended and in other directions development is urgently required. But the money necessary for the extension of railways is withheld, harbour construction is delayed, the postal department is badly served, the telephone service is little short of a scandal, and roads and thoroughfares are practically in a primitive condition. Most of these undertakings would be remunerative, and ordinary business sense would suggest that these works should be commenced at once. Yet, with these facts staring them in the face the YAMAMOTO Cabinet propose the reduction of the National Debt. How long this policy will be continued cannot be prophesied, but it may be prophesied that the time is not far off when Japan will come into the money market for a loan for these purposes. Some day, Japan's Napoleon of Finance will arise and take command of the situation.

H.M.S. *Newcastle* is going North to relieve the *Yarmouth* about the 10th proximo.

Lady Chater returned on Christmas Day from England by the N.D.L. mail steamer *Lutzow*.

Mr. W. W. Rockhill, formerly United States Ambassador at St. Petersburg and Minister to China, recently left Kiachta for Urga to investigate trade conditions in Mongolia.

The Hon Mr. Shellim and Mrs. Shellim and Mr. A. David were among the passengers from Shanghai to arrive on Christmas Day by the *Empress of Russia*.

Mr. and Mrs. G. Zundel, formerly of Canton, arrived in Hongkong on Christmas Day by the *Lutzow* from Singapore. They are proceeding to Shanghai where Mr. Zundel we understand, is opening a depôt of the Anglo-Swiss Condensed Milk Co., Ltd.

A Chinese who had received sentence of three months' hard labour at the Magistracy yesterday for housebreaking attempted to cheat the officials at Victoria Gaol of his society for that period, and, wriggling from the clutch of the policeman who had charge of him, ran out into the road, where, however, his flight was arrested. He was then conveyed to his compulsory place of abode.

According to the *Peking Gazette*, it is said in Chinese circles that the Foreign Diplomatic Body wishes Vice-President Li to call on the Legations first on the ground that Dr. Sun Yat-sen did so when he paid his first visit to Peking. But the Vice-President holds that Dr. Sun called on the foreign diplomats in the capacity of an ordinary citizen and thinks they ought to be the first ones to call.

At the Magistracy yesterday, before Mr. J. R. Wood, several Chinese shopkeepers were charged by Sergt. R. C. Watt with offences under the Stamp Ordinance. One man, representing the Lee Yun firm, had no fewer than eleven charges preferred against him, all of failing to cancel the revenue stamp. He denied any intention of defrauding the Government, and alleged that it was the fault of his foki, who did not understand the "business." He was fined $10 on each charge, $110 in all.

RETURN OF H.E. THE GOVERNOR.

A QUIET CHRISTMAS MORNING CEREMONY.

Just after 9 o'clock on Christmas morning His Excellency the Governor, Sir Francis Henry May, K.C.M.G., returned to the Colony after his short leave of absence, having travelled out by the Siberian route, accompanied by Miss May. The *Empress of Russia*, on which the Governor had come down from Shanghai, arrived about 8 a.m.

There was no extensive ceremonial scheme. Blake Pier was made to look more inviting with foliage adornments and a scarlet carpet, and His Excellency, who appeared to be in the best of health was welcomed by the officers of the Government, including His Excellency the Officer Administering the Government, Hon. Mr. Claud Severn; H.E. Major-General Kelly; Capt. Connolly, A.D.C.; and the Hon. Mr. A. G. M. Fletcher, and members of the Legislative Council. The weather was made unpleasant with fitful showers, but in spite of this a large number of residents assembled to extend their welcome.

It was intended that the route to Government House should be by way of Statue Square, and lines of police had been stationed in readiness. At the last moment, however, His Excellency decided to proceed *viâ* Pedder Street and the arrangement of the police underwent a lightning change. When this had been done His Excellency and Miss May were conveyed in chairs to Government House, a bodyguard being formed of Indian police.

On account of its being Christmas Day there was no salute of guns, this being reserved until yesterday morning. The original arrangement of the presence of a band and a guard of honour was abandoned on Wednesday morning.

OFFICIAL APPOINTMENTS, ETC.

From the *Hongkong Government Gazette* of December 24th:—

The King's Exequatur empowering Mr. Francis Janssens to act as Belgian Consul-General at Hongkong has received His Majesty's signature.

The King's Exequatur empowering Mr. Zuniga Medina to act as Chilean Consul-General at Calcutta, with Consular jurisdiction also in the British Colonies of Asia, has received His Majesty's signature.

The King's Exequatur empowering Dr. Stanislaus Ritter von Milkowski to act as Consul for Austria-Hungary at Hongkong has received His Majesty's signature.

H.E. the Officer Administering Government has been pleased to appoint Mr. A. E. Wright to be Second Lieutenant in the Hongkong Volunteer Corps, with effect from the 19th December, 1913.

His Excellency the Officer Administering the Government has, under instructions from the Secretary of State for the Colonies, been pleased to make the following appointments with effect from 1st January, 1914:—

Mr. D. W. Tratman to be Chief Assistant to Secretary for Chinese Affairs.

Mr. A. E. Wood to be Second Assistant to Secretary for Chinese Affairs.

Mr. R. E. Lindsell to be Third Assistant to Secretary for Chinese Affairs.

Mr. M. J. Breen to be Assistant District Officer for the Southern District of the New Territories.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CHRISTMAS TRAGEDIES.

FIRE PANIC IN AMERICA.

EIGHTY PERSONS, MOSTLY CHILDREN, KILLED.

CALUMET (Michigan), Dec. 25th.

Eighty persons, mostly children, were killed in a panic caused by a false alarm of fire at a Christmas tree celebration, in aid of the copper miners who are on strike.

The children had finished their recitations and songs, and were crowding towards the stage to receive presents when a bearded man thrust his head in at the door and yelled fire. Immediately a panic reigned and men, women and children rushed for the exits. The weaker persons were thrown to the floor, those behind climbed over the prostrate ones and the stairways were so completely blocked up that the egress or ingress of the rescuers was impossible.

When the panic had subsided the stairway was completely choked, the dead extending from the steps to the ceiling. The dead included 37 girls, 19 boys, 13 women and five men. The other bodies were carried away before their sex or age could be ascertained.

Painful scenes followed the catastrophe, women rushing hither and thither calling in various foreign tongues the names of their missing children.

The originator of the panic made good his escape.

DUTCH TRAIN DISASTER.

SON OF PREMIER AND FOUR OTHERS KILLED.

AMSTERDAM, December 25th.

Five persons were killed and twelve injured by a train derailment near Croningen, The son of the Premier, Mhr. Van der Linden, was among those killed.

EXPLOSION AT ITALIAN FIREWORKS FACTORY.

FOURTEEN KILLED AND FIVE INJURED.

NAPLES, December 25th.

Eight people were killed and five injured as the result of an explosion at a fireworks factory at Torre del Annunziata, Naples.

LATER.

The casualties are now given as 14 killed and five injured.

AMERICAN CURRENCY REFORM.

"A CONSTITUTION OF PEACE."

WASHINGTON, December 25th.

President Wilson's signing of the Currency Bill was the signal for enthusiatic applause. The President said that the constructive measures of the Democrats would show that they knew how to serve the country. The Tariff Bill was a great piece of preparation for the achievements by American commerce and industry which would be certain to follow the Currency Bill. It furnished machinery for free, elastic, and uncontrolled credits for the first time in 50 years. He emphasised that business men were realising the necessity for re-adjustments of the nation's business, and they were instituting what was characterised as a Constitution of Peace.

PANAMA CANAL TOLLS.

THE QUESTION OF EXEMPTION OF AMERICAN VESSELS.

WASHINGTON, December 25th.

The Chairman of the Commerce Committee has introduced into the House of Representatives a resolution suspending the provision for exempting United States coasting vessels from payment of the Panama Canal tolls for two years, after which the President shall have the right to enforce exemption if diplomatic questions are adjusted and the revenues from the other vessels suffice to defray the Canal expenses.

It is understood that President Wilson entirely approves of the resolution as an easier means of avoiding difficulties than the repeal of the Exemption provision in the Bill.

SEQUEL TO ALSACE AFFAIR.

THE PRESS AND POLICE PRESIDENT.

BERLIN, December 25th.

The official organ *Norddeutsche Zeitung* says that corrective measures may be necessary in respect to Herr Jagow, President of Police, for the letter he has written to the Press in connection with the Foerstner case.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

XMAS AT HOME.

MOST SEASONABLE FOR YEARS.

Christmas-Day at Home was the finest and coldest for years. There was a bright dry frost in the early morning, and snowstorms in the North of England and Scotland. The railways were overcrowded in the rush to the coast and the Continent, especially to Switzerland.

Their Majesties the King and Queen celebrated Christmas in homely fashion at Sandringham. A big business was done in Over-seas cable greetings, and the Churches in London were crowded in the morning. The town was deserted in the evening, very few motor-buses or taxi-cabs running. There were gay scenes at the places of entertainment, hotels, and restaurants, where seats were at a premium.

THE MEXICAN REBELLION.

HEAVY FIGHTING.

JUAREZ, December 25th.

The rebels have recaptured Torreon after heavy fighting, in which twelve thousand were engaged. There were many killed.

JAPAN AND MEXICO.

PRESIDENT HUERTA'S ENVOY TO JAPAN ENTHUSIASTICALLY WELCOMED.

TOKYO, December 25th.

Senor Delabarro, the special envoy of President Huerta to thank Japan for participating in the Mexican Centenary, is having an enthusiastic welcome in Tokyo. He has agreed to accept at a public reception two swords of honour from the Japanese people. There is to be a mass meeting, with a lantern procession in his honour on Friday.

The demonstration undoubtedly possesses a political character. There has been considerable anti-American feeling in Japan lately.

LATER.

Senor Delabarro has been granted an audience by the Emperor, and afterwards dined with his Majesty.

BRITISH STEAMER'S PLIGHT.

FIRED ON BY MOORS WHILE AGROUND.

GIBRALTAR, December 26th.

The British seamer *Ludgate* ran ashore on the African coast opposite Tarifa. Moors fired on the vessel, wounding a seaman. The cruiser *Roxburgh* and the Spanish battleship *Pelayo* are steaming to the vessel's assistance. Salvage operations have been suspended owing to the hostilities of the Moors. A salvage steamer has gone to the wreck with two Gatlings and a British Naval picket abroad.

THE COLOUR CONFLICT IN SOUTH AFRICA.

DURBAN, December 25th.

The Government has rejected Mr. Ghandi's demands for the addition of representatives in the Indian interests on the Natal Commission, and for the release of all imprisoned passive resisters.

FRENCH FINANCES.

NEW MILITARY AND NAVAL LOAN.

PARIS, December 25th.

M. Caillaux has announced that the Budget Committee intends to issue a redeemable loan, to cover extraordinary Military and Naval expenditure, exceeding £36,000,000 and that the Government will authorize the issue in Paris of the Russian and Servian loans, promised by his predecessors.

It is believed that M. Caillaux will allow these loans to be issued before the French loans.

HARROW SCHOOLBOY'S DEATH.

QUARTER OF A MILLION FOR CHARITIES.

LONDON, December 25th.

A Harrow schoolboy, seventeen years of age, named Geoffrey Ansell, has just died as the result of injuries sustained whilst tobogganing on the Cresta rhn two years ago. Under his father's will, £250,000 out of an estate of £300,000, which the deceased boy would have inherited if he had attained his majority, will go to London charities, principally hospitals. His father was Mr. Charles Ansell, a member of the firm of Ansell, Mankiewiez & Tallerman. He made his fortune during the South African boom in 1895.

ST. JOSEPH'S SCOUTS' FIELD DAY.

A LETTER FROM SIR R. BADEN-POWELL.

The recently-formed St. Joseph's College troop of Boy Scouts took part in their first field operations yesterday. At 9.15 a.m. the Scouts and a bodyguard fell in at the Catholic Cathedral Compound, and were inspected by Scoutmaster A. J. Edwards, assisted by Sergt. Brookes. The muster consisted of 65 of the Boy Scouts and 25 of the bodyguard, all wearing their full uniforms and badges. During the inspection, Scoutmaster Edwards read the following letter which had been received by him from the Chief Scout, Sir Robert Baden-Powell, in acknowledgment of congratulations at the birth of "the Youngest Scout":—

I was very pleased to receive your letter of November 24th and to know that a troop of Boy Scouts has now been started in Hongkong. I have been interested to read an account in the magazine that was sent to me, of their inauguration, and send my warmest wishes for the success of the troop. Pioneer work is most difficult, as the boys have to put up with a certain amount of chaffing when they first begin, but I am sure that, like all other Scouts, they will not be worried by it, but go straight ahead with their work and become a credit to their troop. With many thanks from Lady Baden-Powell and myself for your kind congratulations on the birth of the latest tenderfoot, believe me,

Yours very truly,
ROBERT BADEN-POWELL.

When the Scouts had formed up, they marched out to Pokfulam, where the field exercises were worked out. The plan of operations was that the bodyguard formed the defending party and held the Monastery, and the Boy Scouts formed the attacking party. At the conclusion of the manœuvres the Scouts were marched back to the college for tiffin. In the afternoon a capital sports programme was carried out, tea and cakes being provided by friends of the boys, who had also subscribed for no less than a hundred prizes. These were handed to the winners by Bishop Pozzoni.

THE ARMS TRAFFIC.

MAGISTRATE AND GUN-RUNNERS' INGENUITY.

The devices of the Chinese gun-runner are manifold and wonderfully ingenious. Before Mr. F. A. Hazeland, at the Magistracy yesterday morning, several cases were brought by the police in which Chinese returning to their native land from Canada were charged with being in unlawful possession of arms and ammunition on the *Empress of Russia*.

Two men charged by Sergt. Lamment were fined $50 each for possession of over 1,000 rounds of ammunition between them, concealed in false-bottomed passenger trunks.

Another man, charged by the same officer with possession of 1,550 rounds of rifle ammunition, was discharged, it being proved to the Magistrate's satisfaction that he was carrying it for another party. The ammunition was confiscated. Mr. Faithfull defended.

Mr. R. C. Faithfull defended a Chinese who had concealed four pounds of gunpowder very cleverly in the hollow of a harpsichord and a quantity of ammunition hidden in the bottom of a small oil-stove. His Worship disbelieved the story of the defendant, who went into the witness-box and stated that the articles were given to him by another man to convey to China, and fined him $100 on the first charge and $150 on the second.

In the case of a man charged with the possession of 700 rounds of ammunition, which was concealed in a series of holes drilled perpendicularly into the sides of a big wooden box, Mr. Faithfull, for the defence, urged that the man was going back to his native place, which was in a very disturbed state, and he carried the ammunition for safety.

His Worship—But 700 rounds is a pretty large quantity!

Mr. Faithfull—He was not to know what he would meet there. There is nothing like preparing for eventualities, and keeping a store. (Laughter.)

His Worship called Mr. Faithfull's attention to the box in which the ammunition was honeycombed, and said that the ingenuity of these gun-runners was really remarkable. If he had the time he would write a book on the subject.

The maximum fine of $250 was imposed, or in the alternative three months in Victoria Gaol.

One man, charged by Sergt. Pincott, had sewn 250 rounds of ammunition with extraordinary skill all round a huge coloured blanket, and his Worship asked the man how long he took to do it. The defendant replied that he did not know. A clansman of his asked him to bring it. Fined $250, or three months.

Another man had sewn a rifle inside his mattress, and concealed his ammunition in a number of soap boxes, in some of which were packets of soap. Fined $250, or three months.

THE INDIAN "AMOK" CASE.

At the Magistracy yesterday, before Mr. F. A. Hazeland, an Indian watchman, who figured in the scene at Kowloon recently, was charged with assaulting two soldiers.

Inspector Murrison asked for a remand. The defendant is alleged to have run "amok" on the 7th inst., and assaulted several people.

His Worship—Is this the man who is supposed to be mad?

Inspector Murrison replied in the affirmative, and his Worship granted the remand, ordering the defendant to be placed under medical observation.

THE SPIRIT OF CHRISTMAS.

AND A SEARCH FOR THE SAME.

Has anyone discovered the Spirit of Christmas? For days I have been searching in all sorts of obscure places, and in the open have scanned passing faces in an effort to discover a festive smile, something to indicate that the festival of festivals is here, but almost in vain. At least I was not satisfied. That very real Spirit of Christmas which used to make merry in the youthful days of Dickens, and around which the then young journalist wrote realistically, is vanishing, if it has not already vanished. At Home it has been slowly disappearing, and in the East, where wandering Europeans assemble, the Spirit seems to have been laid, only to rise fitfully. That happy combination of a due sacred appreciation of the lonely shepherds and an equally lonely Mother and Child, along with jovial gatherings is slowly—and the decline is obvious—losing its fascination on a most fickle-minded public. That is to be deplored.

And with such a state of things developing at Home, what can one seriously expect from Britishers who are thousands of miles away from home and their family folk? Naturally, an even less regard for that Spirit which I have been seeking. He has been shunned, and when at last I did discover the outcast he was sullen, and appeared moodily resigned to his obvious fate—obscurity and oblivion. Endeavouring to find comfort where the wind blew sharpest he was in no mood to return greetings. In a feeble voice, and waving a ghostly hand, he said, "Look around and then wonder why I grovel and groan." And, saying such, he drooped his head so low that he became a ball, and in the next minute he had vanished.

Then I commenced to follow the poor Spirit's direction. He had reason to be sad of his treatment in the East; you see, he does not yet understand the evolution of human nature, and the influence of environment. Only a few of the shops looked at all Christmassy, there were no frantically delighted children to appreciate the latest sensations in toys; whirling aeroplanes, dangerous war vessels which actually live in water-tubs, the most ugly and funny in grotesque golliwogs, and large blue-eyed dolls which stare tentatively, and sleep when they are tilted. These were bought by solemn-faced fathers or anxious-looking mothers. I observed few of those little shopping-scenes, with father and mother and the youngsters. Each silent shopper seemed full of his or her own thoughts, and the golliwogs looked funny in vain. One incident I witnessed revealed that the "goodwill to all men" feeling has not ceased to operate in us all. A big and gruff-looking seafaring man's bargain for a doll with lavishingly golden hair and blue eyes was watched by four little Chinese eyes, whose faces were literally glued to the window of what to them was a fairy palace. By some wonderful intuition the A.B. caught the hungry look. It cost him another doll, but he brought happy smiles to two sallow and sad faces. The Spirit of Christmas had won his way there.

All the while the air seemed muggy and balmy. There was no sharp snap of frost to make one's blood run quickly, no carol singers' voices told you of the good King Wenceslaus and his charitable act in the snow, or the angel-setting of the manger-cradle. Now and again you heard laughing, and people making merry in a friendly gathering. But the real Spirit, or atmosphere, was gone. I thought of the poor banished Spirit and in desperation stirred up a fire, selected a favourite pipe, puffed out huge volumes of smoke and conjured up distant faces in the wreaths as they floated for a while and then vanished.

C.R.

TYPHOON WARNINGS.

Two typhoon warnings have been received in this Colony from the Manila Observatory. The first, received at 4.45 p.m. on Thursday, reported a typhoon over East of Southern Luzon, moving N.W. or N.N.W. The second, received at 11.50 a.m. yesterday, gave warning of a typhoon East of Southern Luzon, more than 300 miles distant, re-curving to the northward.

THE CHAIR OF CHINESE AT KING'S COLLEGE.

MR. BACKHOUSE APPOINTED.

The *Times* understands that Mr. E. Backhouse, who has recently made a generous gift of valuable Chinese books and printed manuscripts to the Bodleian Library, has accepted the Chair of Chinese, King's College, University of London, and will enter upon his duties early next year.

THE CHRISTMAS FESTIVAL.

The Christmas festival was celebrated in Hongkong in the usual quiet and unostentatious manner. The weather on Christmas Day was wet and dismal, and kept many people indoors who would rather have been out in the open, and several sporting events had to be postponed. The cricket match between the Hongkong Club and the United Services was the only fixture proceeded with, and for a part of the game the players wore mackintoshes. The play had to be curtailed.

There was a dearth of indoor entertainment, but there were a number of good films showing at the cinematograph theatres, which attracted crowded houses.

One of the notable features of the festival was the ubiquity of "Jack Tar." There is an unusually large number of men-o'-war in the Harbour just now—including British, German and American ships—and Jack made the holiday a trifle more lively than it would have been without his hearty presence.

The services at the various Churches were, as usual, very well attended. St. John's Cathedral was prettily decorated, and the Bishop of the Diocese (Dr. Lander) was the preacher. The German community held Divine service at the Union Church in the early morning Pastor J. Muller officiating. The band of the S.M.S. *Scharnhorst* kindly gave their aid, and the service was very bright and hearty. The English service at the same Church later in the day was also well attended, the preacher being the Rev. J. Kirk Maconachie. At the Midnight Mass at the Roman Catholic Cathedral there was an extremely large attendance.

The weather was all that could be desired yesterday, the sun shining brilliantly practically all the day. A large crowd of civilians, soldiers, and sailors assembled round the ropes at Happy Valley in the afternoon, where the annual football match between the pick of the Navy and Army were engaged in an exciting struggle. A good number also watched the cricket match between the Hongkong Club and the United Services.

A yacht race took place for a cup presented by the Hon. Mr. Claud Severn, the winner being the *Dorothy*.

The golf links at Fanling, Deep Water Bay and Happy Valley were well attended on Christmas Day, as well as yesterday. Several large picnic parties were out yesterday and were favoured with ideal weather.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, December 23rd.

MILITARY PAY.

The proposal to disband as many of the soldiers in the various provinces as possible and thus reduce the military expenditure was made by the Board of War in conjunction with the General Staff Department, several months ago, and a mandate was sent out to the provinces by the President, directing that it should be gradually carried out. In view of the state of unrest in the Kwangtung province and the strong force of soldiers required to put down brigandage—which is unusually rife at the moment—Governor-General Lung considers it inadvisable at present to comply with this order. He is further of the opinion that, with the present low value of the paper currency, military pay should be drawn in subsidiary coins, instead of Government notes, at the following proportional reduction:—

30% from any amount exceeding $100
10% " " " below ... 50
20% " every private's pay.

It is reported that the "whole of the military circle" was mustered to discuss this proposition a few days ago, and that it gained the support of a great majority.

AN EXTENSIVE MINE.

Mr. Wong Ting Sam, a former capitalist in the Straits Settlements and now Inspector of Mines, under the Board of Trades Industry, has discovered a very extensive coal and iron mine on the Che Tung mountain in the Ko Yiu district. It is described as probably the largest mine yet discovered in Kwangtung. It covers a surface of over 30 *li* (about 9 miles) and is very rich in coal and iron ores, and different kinds of precious stones are also found. Mr. Wong is making preparations to commence operations and has interviewed the Civil Administrator on the subject.

ALARMS IN YUNNAN.

DR. SUN'S INFLUENCE SUSPECTED.

PEKING, December 19th.

It is stated that Talifu is in the hands of mutineers who are refusing to transmit telegrams in English or in code. An emissary of Sun Yat-sen is reported to be promoting the rebellion. Grave apprehension is felt in Tengyueh and in the Sham districts, where trouble is also feared—*Reuter*.

LOCAL SPORT.

HONGKONG *v.* UNITED SERVICES.

This annual match took place on the ground of the Hongkong Cricket Club on Christmas Day and yesterday, the game ending in a narrow win for the Services by 18 runs. Hongkong took a substantial lead as the result of the first innings' batting, but the Services wielded the willow with much better sucess in their second venture. However they only set the Club the comparatively easy task of scoring 136 to win. This the Club failed to do, and but for the splendid batting of the Brothers Hancock would have made a very sorry show indeed. Scores and analyses:—

UNITED SERVICES.

Capt. Robertson, b Anderson	10
Lt. Hunton, c and b Anderson	27
Mid Stewart, b Donnelly	2
Capt. Matthews, b Sayer	68
Mid Fawcett, c Thursfield, b Cobb	0
Lt. Pym, c H. Hancock, b Thursfield	6
Major Bowen, b Sayer	5
Lt. Bagnall, b Sayer	13
Fleet Pay. Pearson, b Donnelly	10
Rev. Hastings, b Sayer	2
Lt. White, not out	1
Extras	12
Total	156

Bowling Analysis.

	O.	M.	R.	W.
Anderson	12	2	49	2
Donnelly	13	1	53	2
Cobb	5	3	16	1
Thursfield	3	0	12	1
Sayer	6.2	2	14	4

HONGKONG.

A. C. E. Elborough, b Hunton	29
T. E. Pearce, c Bowen, b Hastings	93
A. A. Claxton, b White	10
G. R. Sayer, run out	0
R. Hancock, c and b White	0
R. N. Anderson, b Hunton	30
H. Hancock, b Hastings	7
R. P. Thursfield, b Hastings	13
D. E. Donnelly, not out	18
M. M. Maas, run out	0
P. H. Cobb, c Matthews, b Hastings	2
Extras	18
Total	220

Bowling Analysis.

	O.	M.	R.	W.
Rev. Hastings	21.3	6	48	4
Lieut. White	15	3	51	2
Lieut. Hunton	13	1	59	2
Fleet-Pay. Pearson	9	0	42	0
Lieut. Bagnall	2	0	3	0

UNITED SERVICES.
Second Innings.

Capt. Robertson, c Anderson, b Sayer	7
Lieut. Hunton, c and b Sayer	27
Lieut. Pym, b Sayer	19
Capt. Matthews, b Anderson	6
Mid. Stewart, b Sayer	0
Mid. Fawcett, c H. Hancock, b R. Hancock	38
Lieut. Bagnall, c and b Anderson	19
Major Bowen, c R. Hancock, b Donnelly	49
Fleet-Paymaster Pearson, c and b Sayer	12
Rev. Hastings, c R. Hancock, b Donnelly	10
Lieut. White, not out	10
Extras	5
Total	202

Bowling Analysis.

	O.	M.	R.	W.
Donnelly	10.5	3	47	2
Sayer	17	—	78	5
Anderson	6	—	43	2
Thursfield	3	1	6	—
R. Hancock	4	—	23	1

HONGKONG.
Second Innings.

A. C. E. Elborough, run out	2
T. E. Pearce, c Bagnall, b White	1
A. A. Claxton, c Stewart, b White	0
R. Hancock, b Hunton	30
G. R. Sayer, c Pearson, b White	8
R. N. Anderson, b Hastings	1
H. Hancock, b Hastings	53
R. P. Thursfield, b Hunton	2
M. M. Mass, c White, b Hastings	0
D. E. Donnelly, not out	5
P. H. Cobb, b Hastings	2
Extras	14
Total	118

Bowling Analysis.

	O.	M.	R.	W.
Hastings	14.1	2	39	5
White	14	2	40	2
Hunton	5	1	18	2
Bagnall	5	2	7	—

KOWLOON INTER-CLUB MATCH.

An Inter-Club match between the members of the Kowloon Cricket took place yesterday. Following are the scores and analyses:—

W. Kay, c Collins, b Mackenzie	42
L. M. Whyte, b de Rome	4
J. H. Mead, b de Rome	1
W. T. Elson, st. Edwards, b de Rome	4
W. L. Weaser, c Davidson, b de Rome	0
P. J. Morrish, b Goldsmith	16
J. P. Robinson, b Rouse	52
G. Wolf, b Stalker	9
A. W. E. Davidson, c and b Stalker	0
K. R. Macaskill, not out	12
Extras	13
Total	153

Bowling Analysis.

	O.	M.	R.	W.
de Rome	8.2	0	26	4
Stalker	6	1	22	2
Mackenzie	5	0	23	1
Blackburn	5	0	34	0
Goldsmith	4	0	11	1
Collins	1	0	1	0
Rouse	2	0	23	1

P. W. A. Wilkie, b Kay	10
E. J. Edwards, b Weaser	4
H. S. Rouse, c Robinson, b Kay	0
F. J. Jewell, b Weaser	6
F. J. de Rome, c Macaskill, b Kay	7
J. Stalker, b Morrish	61
D. J. Mackenzie, c Collins, b Kay	6
L. J. Blackburn, b Kay	1
K. R. Macaskill, b Morrish	9
H. E. Goldsmith, not out	8
L. O. Collins, run out	11
Extras	5
Total	128

Bowling Analysis.

	O.	M.	R.	W.
Kay	11	2	41	5
Weaser	10.3	0	50	2
Morrish	7	0	32	2

LEAGUE CRICKET.

KOWLOON *v.* R.G.A.

At King's Park this afternoon. The following have been selected to play for Kowloon:—J. P. Robinson, W. E. Dixon, W. L. Weaser, F. J. de Rome, W. Kay, B. D. Evans, W. T. Elson, J. H. Mead, H. S. Rouse, J. Stalker, and Capt. Liddell.

ASSOCIATION FOOTBALL.

UNITED SERVICES LEAGUE—DIVISION I.

THE ENGINEERS DEFEAT THE ARTILLERY.

For half an hour prior to the time fixed for the commencement of this anxiously-awaited match a fine mid-week crowd lined the ropes, and plenty of good-natured seasonable banter was freely passed between supporters of the two sides. The R.A. were on the field as advertised, but the Sappers were late. Strange they should have thought that four o'clock was the proper time to start, when the game had been so well discussed beforehand.

Mr. Storrie, assisted by two Naval linesmen, Messrs. Tyler and Menadue, at 3.45 mustered the elevens as follows:—

R.G.A.—Moore; Court and Langford; Westbrook, Mullen, and Townsend; Dallman, Crane, Green, Swann, and Pinchard.

R.E.—Rogers; Coxon and Morrish; Ferrigan, Smith, and Robinson; Tucker, Lewis, Hortop, Kelly, and Sutherland.

The Gunners won the toss and speedily attacked by the left wing, but nothing came of it, and at half-time neither side had scored. In the second half Pinchard and Rogers gave an exhibition of the "shoot and save" stunt, and then the venue was shifted to the pavilion (?) end. Just like one man came the five Engineers and a few bewildering passes came off in front of Moore. Hortop snaffled the leather not more than six yards from the net, and it rested calmly inside behind the goalie. Now their blood was up and the blacks swarmed round Rogers to wipe something off the slate. The mechanics were quite content though to let things stand as they were, and Lewis peppered away at every chance. Moore was good enough for all calls and he showed his excellence by some fine well-judged clearances. In fact it is not difficult to apportion the palm for "meritorious service" in this engagement to him and to Crane and Pinchard. All three gave of their best, and their best was very fine indeed.

Crane managed to get away over the half-way line and was soon afterwards quite correctly whistled up for offside, much to the disgust of a big crowd of the "Dragropes" supporters. He got hurt soon after, but quickly resumed, evidently unfit. Hereabouts the Artillery were having the best of the fun and Swann and Green tried all they knew (which is saying a lot) to balance the account. Morrish and Coxon were, however, taking no chances, the latter finding touch every time and occasionally a bit unnecessarily. Only about five minutes remained now, and a last expiring effort came from friend Pinchard. Rogers came out to him and dealt the ball a windmill blow which luckily came off, thus clearing his lines from the last call made upon them. It was all over bar shouting, and the Royal Engineers had paved the way for a very happy Christmas by defeating their old friends and enemies by one goal to *nil*.

INO.

BOXING-DAY FOOTBALL.

ARMY *v.* NAVY.

There was an enormous crowd at Happy Valley yesterday afternoon to witness this annual encounter between the two branches of the Services. Sailors and soldiers, of course, predominated, but there was a surprisingly large number of civilian spectators also. Although the Navy was beaten by the rather substantial margin of 5 goals to 2, they were not by any means disgraced. Until some little way on in the second half they quite held their own—indeed the Army men were glad to cry "quits"—but the loss of one of their number, who had to leave the field through an injury, crippled the Navy team, and it was not until after this episode that the Military scored all their winning goals. At half-time both combinations claimed two goals after a ding-dong struggle. The second half gave promise of providing a plethora of exciting incidents, but the accident to the Navy player above referred to spoilt the game. The Army, playing together as one man, got the upper hand, and held it throughout. Kelly notched the winning goal from a beautiful centre from Mosley, the Cornwall's right winger, who was singularly uncomfortable right through the first piece. He improved wonderfully in the second moiety, however, and his dashing runs along the touch-line caused the Naval defenders much trouble. Davis, the lithe and elusive Army inside-right, notched his side's fourth point with a rattling shot from close in, and Green bagged the fifth after a clever individual effort. The Army centre had previously severely tested the Navy custodian with a couple of real stingers, which he had the utmost difficulty in safely negotiating. The Navy broke the soldiers' attacks at prolonged intervals, but their spells at offensive play were very fitful, and they never gave promise of reducing the opponents' lead. The game was productive of much really good football, and the Navy side put up an infinitely better display than in the match last year. The leather was swung about from wing to wing and from end to end in the first half with astonishing rapidity, and the open nature of the exchanges gave all the men opportunities to enhance their reputations, of which the majority were not loth to avail themselves. The best of spirits prevailed, and Referee F. W. Eager had a pleasant task.

THE ARCHITECTURE OF THE CHINESE IMPERIAL MAUSOLEUM.

AN EVERLASTING LIGHT.

From an interesting descriptive article in the *Peking Daily News* on the Architecture of the Imperial Mausoleum the following interesting information is extracted:—

THE TIKUNG.

The Tikung, or tomb proper, is situated in the Paocheng. It is constructed of stone and is a very spacious cave in which the coffins were laid. The structure of the Tikung is the strongest of all architectural work in China. The Tikung was covered with soil which heaps up in the form of a dome. On the soil on the top of the Tikung, shrubs are planted. The Tikung is surrounded by walls painted in red.

THE COFFIN BEDS.

Stone beds for the coffins were constructed in the Tikung. The bed is three feet high and there is one for each coffin. The stone beds are finely carved. The bed to support the coffin of an Emperor is carved in dragons, and that which is to support the coffin of either an Empress or an Imperial Consort is carved in phœnix.

A WELL IN TIKUNG.

Behind the stone beds is a well which is very deep. The well gives out water which flows around the coffin beds in a small ditch. The ditch has outlets in every corner of the spacious cave and whenever the water rises too high it issues in tubes to the outside.

The tubes are larger at the top and small at the end which reaches the outside.

AN EVERLASTING LIGHT.

There is an everlasting light in the Tikung of every mausoleum. The light can keep on burning without outside aid for at least a century. Perhaps the light in the tombs of Emperors Chia Ching, Tao Kuang, Hsien Feng and others who died scores of years ago is still burning to-day. Eight kongs (large earthenware vessels) each of the height of five feet, were placed before the coffins. The kongs are filled with bean oil and they are connected by tubes. The oil of all the kongs flows towards the one in which floats the wick. The wick rests on a light frame. The wick is several feet long, and as it floats on the surface of the oil, it can not sink until the oil is consumed. The light will go out only in the case that all the oil in the eight kongs is consumed. The quantity of the oil in the eight kongs amounts at least to one thousand catties and is sufficient to keep a light lit for a considerable period.

FURNITURE IN THE TIKUNG.

Furniture of any kind for the daily comfort of a living person is placed in the Tikung.

FOUR GATES.

The Tikung has only one passage in the front. This passage is blockaded by four gates. Every gate consists of two doors made of stone. One big stone ball is fastened to each door. At the threshold of each gate, two shallows are made just at the spot where the stone balls will be dragged to when the doors are closed from the outside, so that when the doors are closed, half of the body of the stone ball drops into the shallow while the upper half makes it impossible to open the door from outside. Therefore, once the doors are closed, they can never be opened again unless from the inside.

PERTUSSIN.



Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.

1247

INTIMATIONS

BEST FOR BABY'S SKIN



is

CUTICURA SOAP

Assisted by Cuticura Ointment it tends to keep baby's skin clear and healthy, prevent minor eruptions, and establish a permanent condition of skin and hair health. They are unrivaled in the treatment of eczemas, rashes and other itching, burning infantile eruptions.

Cuticura Soap and Ointment sold everywhere. Sample of each with 32-p. book free from nearest depot: Newbery, 27, Charterhouse Sq., London; F. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

Tender-faced men shave in comfort with Cuticura Soap Shaving Stick. Liberal sample free.

[96-c

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

141

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

LUXURIES FOR THE CHRISTMAS SEASON.

CALDBECK'S COCKTAILS.

V.O.S. WHISKY.

DOW'S HUNTING PORT.

BENEDICTINE (D.O.M.)

AQUARIUS SODA.

CLUB CIGARETTES.

[25

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 29th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 26th December, 1913. [60

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUEZOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 9.30 A.M.

All Claims must reach us before the 8th Jan., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 26th December, 1913. [4

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPRESS OF RUSSIA."

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA, and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon or West Point Godowns, where delivery can be obtained.

Goods on hand after the 2nd Jan. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK,
General Traffic Agent.

Hongkong, 26th December, 1913. [1450

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "LENNOX."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Jan. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Jan., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 26th December, 1913. [1481

CAPITAL WANTED.

ADVERTISER requires British Capital to place a Chemical Invention on the Market.

Communicate with,

CAPITAL,
Care of "Daily Press" Office.

Hongkong, 25th December, 1913. [1478

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51169 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED. NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 27th November, 1913. [1375

INTIMATIONS

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

CHRISTMAS AND NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave KOWLOON for SHEUNG SHUI (FANLING GOLF LINKS) at 8.35 A.M. on CHRISTMAS DAY, BOXING DAY, SATURDAY, December 27th, and NEW YEAR'S DAY, calling at TAIPO at 9 A.M. and arriving SHEUNG SHUI at 9.12 A.M.

By Order,

H. P. WINSLOW,
Manager.

Kowloon, 24th December, 1913. [1472

G. R.

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be clearly marked "Tender for Kowloon Railway Station Building," will be received at the Colonial Secretary's Office up to NOON on the 31st day of January, 1914, for the contract for the BUILDING OF THE TERMINAL STATION at Kowloon Point for the KOWLOON-CANTON RAILWAY (British Station).

On application at the Railway Head Office, Kowloon, the Drawings may be seen and copies of the Specification and full particulars obtained on the deposit of a fee of $250, which will be refunded on the submission of a *bonâ fide* tender together with the return of the Specification intact.

The Government does not bind itself to accept the lowest or any tender.

H. P. WINSLOW,
Manager.

Hongkong, 19th December, 1913. [1476

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,
and
IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED
(In Liquidation).

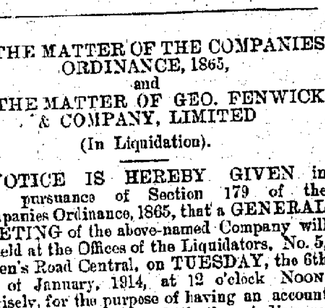
NOTICE IS HEREBY GIVEN in pursuance of Section 179 of the Companies Ordinance, 1865, that a GENERAL MEETING of the above-named Company will be held at the Offices of the Liquidators, No. 5, Queen's Road Central, on TUESDAY, the 6th day of January, 1914, at 12 o'clock NOON, precisely, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before such Meeting, and for the purpose of considering and approving the proposed final return of $3.50 per Share on the issued Capital, determining the Liquidators' remuneration, hearing any explanation that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed of.

PERCY SMITH, SETH & FLEMING,
Liquidators.

Hongkong, the Fourth day of December, 1913. [1401

NOTICE.

NOTICE IS HEREBY GIVEN that by a JUDGMENT of the REGISTRAR OF TRADE MARKS in the Colony of Hongkong under date the 29th November, 1913, the above Trade Mark, of which the following is a fac-simile:



has been held to be the sole Property of Messrs. A. S. WATSON & Co., LIMITED, of Des Vœux Road Central, Hongkong, and in and by the same Judgment it was also held that Mr. HO WA *alias* HO WA SANG who as the sole Partner in the SUI CHEONG Firm of No. 41, Wing Lok Street, Hongkong, claimed such Trade Mark as his Property had no right or title thereto whatsoever.

NOTICE IS ALSO GIVEN that as the Registered owners of such Trade Mark Messrs. A. S. WATSON & Co., LIMITED, will forthwith institute legal proceedings against any firm or person who may in any way infringe such Trade Mark whether by colourable imitation or otherwise howsoever.

A. S. WATSON & Co., LIMITED,
JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 16th December, 1913. [1440

INTIMATIONS

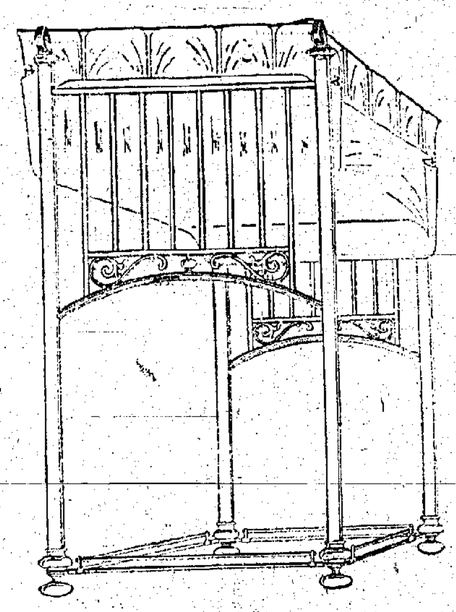
LANE, CRAWFORD & Co.

NOW SHOWING

BRASS BEDSTEADS

THIS PATTERN, SQUARE PILLARS.

SIZE 5 ft. 6 in. BY 6 ft. 6 in. INSIDE AND 8 ft. HIGH. BEST MAKE.



SIZE 5 ft. 6 in. BY 6 ft. 6 in. INSIDE AND 8 ft. HIGH. SPECIAL VALUE.

$225.00

OTHER PATTERNS TO SELECT FROM.

LANE, CRAWFORD & CO.

[46

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

$16.00

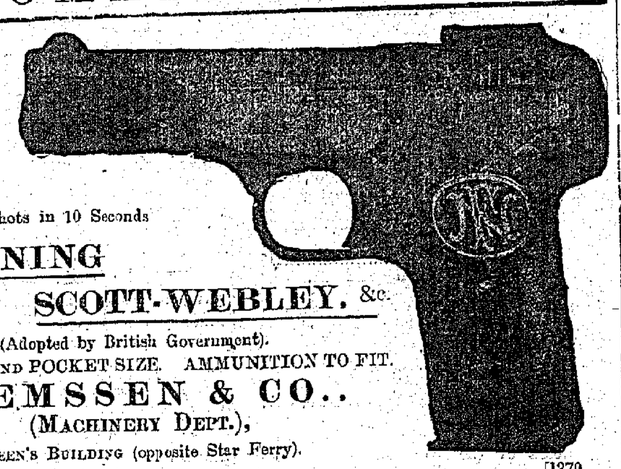
PER CASE OF 6 DOZ. PINTS.
" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.,

[392

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

BROWNING

SCOTT-WEBLEY, &c.

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSSEN & CO.,
(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

[1379

CHINESE TELEGRAPH ADMINISTRATION.

NOTICE.

NOTICE IS HEREBY GIVEN that on and after 1st JANUARY, 1914, all TELEGRAPHIC ADDRESSES which were registered at this Administration before 27th September, 1913, and which have not been renewed since by payment of a fee of $12 for each address, will be cancelled and telegrams with cancelled addresses will not be delivered.

By Order,

WONG TING-CHAN,
Local Manager.

Hongkong, 19th December, 1913. [1457

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.

Hongkong, 1st November, 1913. [1283

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.

Hongkong, 1st November, 1913. [1284

THE PEAK SCHOOL.

THIS SCHOOL will be OPENED at the PEAK HOTEL on MONDAY, January 5th, 1914, at 9 o'clock.

Application for admission should be made as early as possible to the Undersigned.

M. E. MAIN,
Head-Mistress,
Kowloon School.

Hongkong, 1st December, 1913. [1387

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster.

HERBERT L. BEER, L.C.P.

1343]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong, 2nd December, 1913. [1388

TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 12th November, 1913. [1331

TO LET.

OFFICE in ALEXANDRA BUILDING.

Apply—
A. S. WATSON & Co., LTD.

Hongkong, 22nd August, 1913. [995

TO LET.

GODOWN, 94, Wanchai Road.

OFFICES in King's Building.
No. 153, PRAYA EAST.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 18th December, 1913. [65

TO BE LET.
From 1st January, 1914.

NO. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road Kowloon.

Apply to—
PATELL & Co.,
79, Wyndham Street, or
A. Abdoolrahim, Architect,
34, Queen's Road Central

Hongkong, 26th November, 1913. [1372

TO LET.

YALTA, MOUNT KELLETT (65, THE PEAK), for 7 months from March 15th, 1914, Fully Furnished. SIX ROOMS, Electric Light throughout, Croquet Lawn.

Apply to—
W. D. GRAHAM,
65, The Peak.

Hongkong, 19th December, 1913. [1452

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.

Hongkong, 4th September, 1913. [1035

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
M. J. D. STEPHENS.

Hongkong, 11th December, 1913. [722

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

FLATS, "WILD DELL," Wanchai Road, "HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.

Hongkong, 28th October, 1913. [1033

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December. Newly Painted and Colourwashed.

No. 19, SHELLEY STREET.

"KELLETT CREST," No. 66, THE PEAK, from 1st March, 1914, Partly Furnished.

No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

1, CAMERON VILLAS, No. 60, PEAK, To Let, Furnished, for 1 year from 1st May.

"ROGATE," Austin Road, Kowloon Unfurnished.

No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November, 1913.)

No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 20th December, 1913. [64

TO LET.

OFFICE on Third Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS
Alexandra Buildings.

Hongkong, 16th December, 1913. [1436

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—
MANAGER,
Hongkong Daily Press Office.

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of December, 1913, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at Reclamation Street, Yaumati, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate.) N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Kowloon Inland Lot No. 1285.	Adjoining K.I.L. 556, Reclamation Street, Yaumati.	47	47	118	118	5,546 about.	76	11,092

[1458

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 29th day of December, 1913, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of the right to quarry stones on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period of one year commencing from the 1st day of January, 1914.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry.	Locality.	Approximate Contents in Acres.	Upset Annual Rent.
1	Hok Un Quarry Lot 6.	Hok Un.	8.14	$1850.
2	Ma Tau Kok Quarry Lot 7.	Ma Tau Kok.	6.70	534
3	Ma Tau Kok Quarry Lot 8.	Do.	4.00	1805.
4	Ma Ti Quarry Lot 9.	Ma Ti.	1.94	280.
5	Jordan Road, Kowloon Quarry Lot 10.	Jordan Road Kowloon.	5.50	516.
6	Yaumati Quarry Lot 11.	Yaumati.	2.05	380.
7	Ngau Tau Kok Quarry Lot A/C	Ngau Tau Kok.	2.00	600.
8	Sai Tso Wan Quarry Lots 1/1 to 1/6.	Sai Tso Wan.	10.39	734.
9	Chu Lu Kok Quarry Lot 1.	Chu Lu Kok.	23.00	1850.
10	Ngau Shi Wan Quarry Lots 1 to 4	Ngau Shi Wan.	12.75	2500.
11	Tsat Tsz Mui Quarry Lot 2.	Tsat Tsz Mui.	27.58	720.

Full Particulars and Conditions may be obtained at the Offices of PUBLIC WORKS DEPARTMENT.

[1462

INTIMATIONS

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE—of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907

YOU ARE INVITED to come and Inspect our Fine Assortment of

DOLLS, TOYS,
AND
CHRISTMAS GOODS.

Prices from 10 Cents upwards.

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

OVER 1,000 DOLLS IN STOCK.

Hongkong, 6th December, 1913. [1153

ON SALE
AT THE
HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

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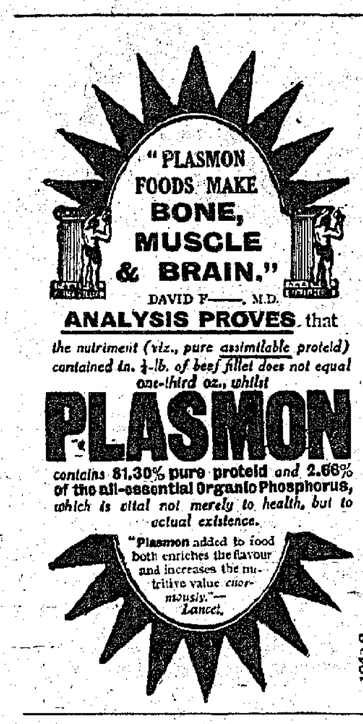
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ACTIONS AND REACTIONS IN CHINA.

III.—EXTRATERRITORIALITY—TREATY PORTS.

[CONTINUED.]

It is impossible to examine in turn all the activities of foreign extraterritorialized municipal government and its influence on Chinese ideas and ideals, and the examples cited will serve to demonstrate the reality of this influence. There is also another direction in which the Treaty Ports are educating China—in the administration of justice. The various foreign Courts at Shanghai furnish, as has already been remarked, first-hand examples of Western methods, but it is when a man stands in the dock on a criminal charge that the methods and procedure of the Court are of the greatest importance to him and that he most keenly appreciates its improvements or defects, and from this point of view it is the Mixed Court that provides the best example of the superiority of foreign administration of justice and of the shortcomings of the Chinese Courts in this respect. The presiding judge at the Mixed Court is a Chinese official, it is true, and the Court administers Chinese Law, the theory being that the foreign assessor who sits with the Chinese Magistrate is not an actual participant in the trial, but is there merely to "watch the proceedings in the interests of justice," but in practice this is reversed, and the foreign assessor's voice has at least as much weight as that of the Chinese Magistrate in giving the verdict, while his mere presence is a safeguard against the worst abuses—notably bribery—of the Chinese Courts. That this system of honest, if sometimes rough-and-ready, administration of justice is appreciated by the Chinese is shown by the popularity attending the Mixed Court for civil cases that was established at Shanghai during the Revolution. This deals with purely Chinese cases, in which no foreign interest is involved, and where, consequently, the presence of a foreign assessor—and much more so his active participation in the proceedings—is strictly an instant success, and the security against corruption furnished by the presence of a foreign assessor commended itself to Chinese litigants, while it was soon found also that under this Mixed Court for civil cases business was conducted with far greater expedition—cases were no longer hung up in the old way, when there was always a huge calendar of arrears.

So much for the influence of the Treaty Ports in detailed cases. Their functional influence, and contribution towards the development of Young China, has operated in two ways—their position of immunity from Chinese authority has at the same time been an incentive and an aid to the ardent spirits. As we have seen, they have—and this again applies especially to Shanghai—repeated in China the part played by Hongkong in providing asylum for plotters, in serving as educational centres, and in revealing to the people of China the advantages that other systems of government possessed over their own. The Treaty Port Chinese Press, too, has always been able to indulge in greater freedom of criticism of Chinese officials and government than would be permitted to a journal published in a town in the interior—the *Shen Pao* of Shanghai is an historic example. That this liberty should occasionally develop into licence is, of course, inevitable; there have been noteworthy cases this year in which the Shanghai authorities have had to decree banishment from the Settlement against those who abused its hospitality, and the same abuse was found in the freedom of the Press, so much so that on May 1st last a Municipal Notification was issued prohibiting the "unbridled utterances of the Press," and threatening arrest and punishment for those "emitting writings and pictures subversive of peace and good order." The difficulty that has been found in these respects in preserving a just balance between freedom and necessary restrictions will continue to trouble the Settlements whenever events in China stir up strong political feeling in any direction.

These phases of the influence of the Treaty Ports might be described as sympathetic, but it has also operated in a manner that might perhaps be described as antipathetic. Though the immunity of the Settlements and Concessions from Chinese Jurisdiction has proved a blessing to the political malcontents of China, they are not always reconciled to it. The existence within the borders of China of these places where Chinese Law does not run (at all events in its usual course) is a standing advertisement, flaunted in the face of China, of her weakness and of the degree to which she has had to yield to other Powers. This is especially so in the case of the Concessions where, although their own ruler is still lord of the soil, Chinese are forbidden to reside or to own land, for here they see all the—from their point of view—evil of the Treaty Port system unrelieved by a single countervailing benefit. The sense of the wrongs (in their opinion) which their country has suffered at the hands of the world, and the knowledge of the humiliations she has undergone, have when summed up in the watchword, "The recovery of sovereign rights," proved a powerful incentive to the enthusiasts of Young China, and the Concessions and Settlements at the Treaty Ports have been concrete instances for them to cite.

Hence we find that there have been in the past constant efforts, even on the part of the unregenerate Empire, to minimize the influence and the authority of the Concessions and Settlements, and it is certain that these attempts will be continued as assiduously in the future. A piquant example of this policy of obstruction occurred as a preliminary to the Mixed Court Riots at Shanghai in December, 1905. The report of these riots says: "There was a preliminary to Friday's occurrence on the preceding day when the Magistrate (Mr. Kuan) after making another futile protest against the presence of the police cadet in Court, and his supervision of the proper execution of the sentences of the Court, retaliated by sending a runner to the Central Police Station to see that they did their duty there properly. The selected runner spent a long and presumably rather tedious day in the courtyard of the Central Police Station, where he was allowed to remain unmolested. We understand, indeed, that a letter was sent from the Council to Mr. Kuan, congratulating him on the interest he had suddenly taken in police administration, and offering his representative every facility for obtaining useful information. Circumvented in this attempt in his policy of annoyance, a policy which Mr. Kuan has himself declared he has orders from the Taotai to pursue, it would seem that only the opportunity was wanted to force matters to a more serious issue."

The constant trouble over Chapei (Paoshan) is the best example of the Chinese policy of harassing the administration of the Treaty Port Settlements and retarding their development. The town of Shanghai is situated near the borders of the Shanghai Hsien (District) and the Pao-shan Hsien. As the latter district is also riverine, the town has inevitably tended to develop in that direction, in defiance of artificial political boundaries, but any attempt to secure an extension of the settlement in that direction so as to bring the outlying suburbs under municipal control, has always been met with the same refusal from the Chinese authorities—the place opened by the Treaty of Nanking was Shanghai, and the district of Paoshan must not be encroached on. The absurdity of this restricted interpretation is apparent when it is considered that in several cases the boundary line between two Hsien passes right through the centre of a city; to get a rough parallel to the Chinese attitude we must imagine that a passport to London was held to cover the City only, and that the holder of it was not allowed to proceed to Kensington. The illogicality of the Chinese contention has often been exposed—writing in March, 1899, His Majesty's Consul-General at Shanghai said: "No difficulty is experienced in buying land five miles distant from the Consulate if it lies in the Shanghai district, but the Taotai will refuse to recognize a sale in the Paoshan district although the property may be within a mile of the Consulate."

The undesirability of this state of affairs was long apparent on sanitary grounds; side by side with the largest foreign settlement in the Far East there was developing a congested district, entirely beyond foreign control, in which all the conditions of Chinese slums at their worst were exhibited, and which consequently was a serious menace to the health of the foreign community over the district border—a political border which disease germs could not be expected to respect. Matters were made still worse by the fact that a corner of the Paoshan district runs as a wedge into one of the most thickly populated parts of the suburbs of Shanghai, and the necessity of bringing this portion at all events under the same control as all the surrounding land was emphasized when it became the site of the station of the Shanghai-Nanking Railway, but though years have passed since the question became urgent, all the representations that have been made have not resulted in the least weakening of the Chinese opposition.

The insurrection of last summer gave an even more striking illustration of the danger to Shanghai that this Chapei district constitutes. General Chen Chi-mei had his headquarters there, and the place promised to be a stronghold for the rebels, with possibilities for Shanghai that were, in view of the vast foreign interests represented there, almost too serious to contemplate and certainly too grave to trifle with. There was, therefore, but one thing to be done: on July 26th the Council issued a notification declaring that neither the Settlements nor the northern suburb of Chapei must be used as a base for warlike operations or as a focus for intrigue, and ordering all Chinese troops of either party forthwith to evacuate the district. This order was enforced on the following day by the Shanghai Municipal Volunteers, and the district was afterwards policed by a British naval force.

In addition to serious incidents of this nature, there are other constant sources of friction of a minor kind, all showing the Chinese intention to limit the development of the Treaty Ports as severely as possible. For instance, there are certain

(*Continued on Page 6.*)

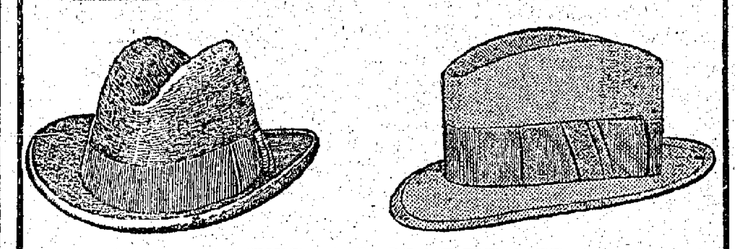
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G. VERMEY, Manager,
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A. S. HEWETT,
Acting Manager
Hongkong, 14th April, 1913. [133

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INTEREST ALLOWED ON CURRENT ACCOUNTS
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EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464

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Manager.
Hongkong, 14th July, 1913. [878

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

BANKS

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MANAGER:
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GEORGE HOGG,
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9, Queen's Road,
Hongkong, 21st October, 1913. [1230

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K. TSUDZURABARA, Manager.
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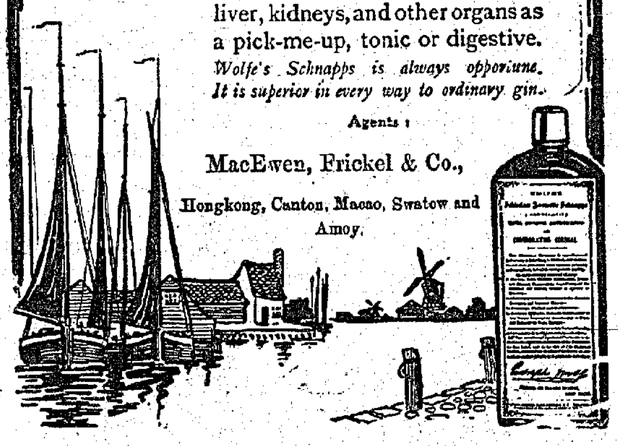
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Deposit and Current Accounts	(31st Dec., 1912)	£32,832,381	3 4
Cash in hand, at call, and at short notice	"	24,029,468	7 6
Bills of Exchange	"	9,481,143	0 9
Investments	"	10,939,332	19 7
Advances and other Securities	"	50,347,649	1 9

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ACTIONS AND EACTIONS IN CHINA.

(Continued from page 5.)

roads running through the Paoshan territory which, being municipal property, are controlled by the Municipal Police. At the entrance to every alleyway, and as near as they can possibly approach to the municipal road without setting foot upon it, there are stationed a couple of the Chapei police. Their presence is clearly without reference to the needs of public order or of controlling the traffic, and they are evidently there to annoy and if possible interfere with the Municipal police administration—a state of affairs which inevitably results in occasional conflicts between the two bodies. There have, too, been instances in which the Chapei police have, in utter defiance of Treaty, arrested foreigners, haled them to the police station, and mulcted them in fines. Again, Chinese companies have been given a monopoly of lighting and water-rights in this district, and foreigners living just over the Settlement border who desire to do so find it impossible to derive their supplies from the Shanghai companies owing to the obstruction of the Chapei authorities when it is necessary to lay pipes—an obstruction which they have even been known to carry to such an extreme as to presume to forbid an increase in an already existing installation! These incidents illustrate some of the forms in which the Chinese objection to extraterritoriality, as crystallized in the Treaty Port Settlements, may be expected to take in the future.

The question of opening new ports is bound to arise, too, sooner or later, and then the conditions under which they are to be opened will be an important point. There is, of course, a Treaty right, under the (Japanese) Peking Protocol to demand Settlements at every such port; but, in view of the cases of Yochow, Santu, etc., China may be expected, as soon as she sees that such opening is inevitable, to claim to do it "voluntarily," and then urge that, as the Commissioner of Customs said in the case of Santu, there ports, "being opened by China herself, differ from the ports opened by Treaty. . . . It is for this reason that I have started a wharf tax, etc., to be apportioned to the Municipal Council in order to provide for jetties, bunds, roads, and bridges, and in order to show China's independence." Nor can it be safely assumed that the Peking Protocol will necessarily prove an adequate protection against this danger, unless it is fortified by some other Agreement: the Protocol provides merely that "Settlements . . . shall be provided," and says nothing as to who is to have the deciding voice in the selection of the Settlements. It can easily be seen that it would be a simple matter for China to render this provision nugatory by providing only Settlements in unsuitable situations, while in any case the operation of the clause would be practically nullified if at any port half-a-dozen Powers were all seeking Settlements at the same time. A reproduction of the Shanghai International Settlement would appear to be the remedy for this state of affairs, should it ever arise.

But the most important aspect of the Treaty Ports is, after all, the commercial. Theoretically, they should be centres from which imported foreign goods can circulate freely throughout all the country served by them, and, conversely, which draw native produce freely from the whole of their trade area for foreign export. Foreign goods landed at a Treaty Port should be able to circulate without restriction after the whole of the dues—import and transit—have been paid, but the limitations of the transit certificate system, and the frequency with which it is violated by officials in the interior, have greatly impaired the efficiency of the Treaty Ports in this respect. At present it may be said that, in many cases, the Treaty Port is little more than a bonded warehouse and the import duties mere registration fees, and that, except through limited areas where foreign influence is so near at hand that violation of transit passes is scarcely safe, foreign imported goods circulate only on the same footing as native produce that has paid no import duty, while the power of Treaty Port merchants to purchase goods from the interior for export is even more limited. The Treaty Ports will never attain their full commercial development until either the state of China makes it possible to rely on transit passes being everywhere respected (and even then there would be need of a simplification of their *modus operandi*), or *likin* is abolished and a consolidated tax substituted.

Dr. Sun's suggestion of throwing open the whole of China to foreign trade and residence was very premature, and no idea of that sort can be considered as within the sphere of practical politics until, no matter what reforms she may have accomplished in other directions, China has put this whole question of internal taxation on a proper basis. If the opening of the interior to foreign trade and residence was to be a reality and not a mere polite fiction, it would imply that every town in the interior would stand on the same basis as a Treaty Port, which would mean that China would lose the whole of the *likin* and transit dues now collected on foreign goods. It is obvious that, even if there were not insuperable obstacles on other grounds, this must always stand in the way of a general opening of the whole of the country until China is in a position to collect one duty and one duty only—12½ per cent., or whatever it may be—on foreign goods at their port of entry, and then leave them free to move to any part of the country without further restrictions or taxation.

CHINA'S MERCHANT MARINE.

IMPORTANT DEVELOPMENTS IN VIEW.

Since the first marine court of inquiry in China was held (in the case of the C.M.S. *Tuckyue*) it becomes known that such inquiries are to be a recognized feature in the mercantile marine law of the country, says the *N.-C. Daily News*. At the present, of course, the amount of merchant shipping owned by Chinese is very small, but signs are not wanting that it may shortly be considerably increased, and it is learnt that, wherever necessary, courts similar to that which sat in Shanghai this month will be constituted.

One important feature in the inquiry just concluded is the position of Chinese officers. The *Tuckyue* had as second mate an uncertificated person whose name was given as Ching Ching. It is suggested that, in all likelihood, he had risen from the position of quartermaster to be second mate, and indeed his name would indicate that he was a man of small education. Within a period of about nine months the Chinese hope to have a sufficient number of men trained in navigation, both theoretic and practical, to be able to undertake such duties.

THE WOOSUNG COLLEGE.

The men will come from the Mercantile Marine College at Woosung, which for the past two years has been training up men as officers. The cost of this institution has been roughly $6,000 per month, more than two-thirds of which the Government has borne. After their course on shore, a number of the students are now ready to go to sea for a nine months' training in the practical side of the work. The steamer *Paoming* has been secured for this purpose, and in the meantime an application has been made to the Commissioner of Customs for the usual permit. All going well, she will leave in a few days with the first of the Chinese students abroad.

At the end of the nine months, it is thought that a number of the students will pass an examination equivalent to that of third mate at Home, and all going well it is hoped to place them on board Chinese steamers. All the students at the College are of good education, possessing an acquaintance with English, and thus a good class of men for officers is assured. At the same time the Chinese officials most interested in the scheme do not hestitate to admit that foreign captains will for long be a necessity of the case. For the time being the most that can be aimed at is to lay the foundation for the officering of Chinese ships by Chinese. It is thought that a start can best be made by placing them in subordinate positions.

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Of Chemists.

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Dear Sirs,—At the beginning of the winter I caught a severe cold, which ended in an attack of bronchitis. I was advised to try Angier's Emulsion, and I am thankful to say that it soon cured my cough, and, in addition, it has built me up splendidly. I can honestly say that it has done more for me than anything I have ever tried. Being an Insurance Agent, I am exposed to all sorts of weather, but since taking your Emulsion, although I have returned home at night on many occasions wet through to the skin, I have had no return of my bronchial trouble. I shall continue to take it, as I find I am putting on flesh, and I feel the benefit of it in many different ways.

(signed) A. E. SHERRATT.

ANGIER CHEMICAL CO., Ltd., 66 Clerkenwell Road, London, Eng.

1154

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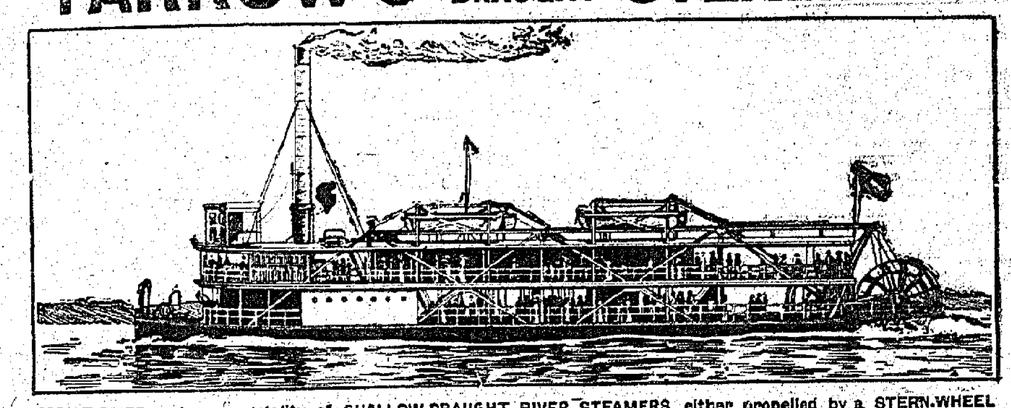
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Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.

116-1

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TONIC, RESTORATIVE, DIGESTIVE WINE

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Each bottle of genuine VIN SAINT-RAPHAEL *bears, in addition to the registered trade-mark:*

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LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sore throat or Derbyshire neck. It improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking wasting, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 9d.

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"Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Handbook."

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CLARKE'S B. 41. PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

DON'T NEGLECT YOUR HAIR

Your looks demand that you should take care of it, make it more beautiful, more lustrous, softer; you can easily and readily do so by using

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which nourishes, strengthens, nurtures, and promotes the growth of Fine Silky Hair; you will notice an improvement from the first time you use it. Use it for your own and your Children's Hair; Golden Colour for Fair Hair. Sold in three sizes by Stores, Chemists, and ROWLAND'S, 67, Hatton Garden, London.

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SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO E. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.

A CURE FOR YOU

TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE.

SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

INSIST ON HAVING THERAPION. [175

HIMROD'S

Gives Instant Relief

No matter what your respiratory organs may be suffering from—whether

ASTHMA, INFLUENZA, NASAL CATARRH, or ORDINARY COUGH.

—you will find in this famous remedy a restorative power that is simply unequalled.

FAMED FOR 60 YEARS

Sold in tins by Stores throughout. BEWARE OF all Chemists and the Country. IMITATIONS.

CURE FOR ASTHMA

8102

THE NEW ORIENT CABLE.

COLOMBO NOW LINKED UP WITH ADEN.

WORK ON THE LAST SECTIONS.

The new submarine cable, which is to run direct from England to Hongkong, is rapidly nearing completion. The *Times of Ceylon* of the 5th inst. says:—In April the shore end of the section of cable between Colombo and Penang was landed at Galle Face, and to-day the shore end of the cable to run between Aden and Colombo was landed and connected up with the cable hut at Galle Face. The only sections still to be completed are those between Penang and Hongkong, and once the cable is got out there the laying will only occupy a few weeks' time. Twelve months have not yet elapsed since Colombo first heard of the new Orient cable and the two cable companies interested have lost little time in pushing forward the undertaking.

THE LANDING OPERATIONS.

The work of landing the shore end of the Aden-Colombo cable took place early this morning. The cable steamer *Colonia* was anchored about two miles out, off Galle Face, and a length of cable was brought up to the reef on a barge, which was towed by a steam tug. From that point the cable was floated ashore on barrels. First a rope, to which was attached the shore end of the cable, was landed at Galle Face and this was fastened to a winch. The rope was gradually wound up and the cable was hauled ashore on the barrels. A particularly strong cable was used between the reef and the shore in view of the rocky nature of the sea bottom and the fact that the cable has to pass through the reef. The length of cable between the reef and the shore is only a quarter of a mile, but it weighs approximately eleven tons.

As soon as the landing had been satisfactorily accomplished, the end of the cable was run into the cable hut through a small opening adjoining, and exactly similar to, the one through which runs the Penang cable. On the other side of the reef the sea end of the cable was joined up to a length of cable on the barge, which was then towed back to the *Colonia*, paying out cable as it proceeded. On arriving alongside the cable steamer, the end of the cable length was passed on board and spliced up with the cable in the tanks. The deep-sea end of the cable is buoyed up about thirty miles away, and the joining up of the two will be performed some time to-morrow, thus establishing through communication with Aden.

APATHETIC PUBLIC.

To-day's operations occupied about three hours, but despite their interesting nature they attracted no attention. There were no spectators except a few coolies who probably wondered what on earth was happening. The apathy of the local public regarding so interesting an event is in marked contrast to the enthusiasm displayed in America on the occasion of the landing of the Honolulu cable at 'Frisco. The operations there were watched by a crowd of 40,000.

The length of the section between Colombo and Aden is 2,227 miles, and that between Colombo and Penang is approximately 1,700 miles. The Penang section has been open to the public since July, and it is expected that the Aden section will be opened for regular traffic early in the New Year.

The cable hut at Galle Face contains some weird and wonderful inventions for testing the new cables. In the inner-room are installed a number of the most delicately tuned instruments, the use of which only those gifted with an electrical turn of mind can possibly hope to understand. The two cables enter the room on the shore side and extend upwards from the ground to the roof, where they are connected with wires running to the office of the Telegraph Company in the Fort. The cables, where they enter the building, are about seven inches in circumference, but they gradually taper down to small twisted copper wires, no thicker than a pencil. Over the copper wire comes a layer of gutta percha, to prevent leakages. Then comes a covering of yarn, over which iron wires are twisted as a protection. The cables vary in thickness according to the nature of the conditions which they will have to withstand. In deep sea the cable usually lies undisturbed on the sea bottom, but in shallow water or at river mouths, when the bed is being continually disturbed, the cable comes in for much rougher treatment and accordingly needs greater protection.

THE CABLE-STEAMER "COLONIA."

The cable steamer *Colonia* called here for coal on April 5th on her way from Home to Penang, returning on the 23rd of that month to Colombo, where she laid the Penang-Colombo cable. The *Colonia* left London on her present voyage on October 23rd with 3,020 miles or 9,000 tons of cable aboard her, passing Port Said on November 12th. From Suez, she laid 700 miles of cable down the Red Sea at the rate of 8½ miles of wire per hour, arriving at Aden on November 21st. Leaving that port two days later, she arrived here this morning, having laid 2,300 miles of cable at over 9½ knots an hour, a record speed.

The *Colonia* belongs to the Telegraph Construction and Maintenance Company, Greenwich, who are the contractors to the Eastern Telegraph Company, the owners of the cable. The Eastern Telegraph Company's cable is to connect Cornwall with Hongkong and is now very near completion. Cornwall has not been joined to Gibraltar, but the points Gibraltar to Malta, Malta to Alexandria, Alexandria to Suez (overland line), Suez to Aden (practically finished), Aden to Colombo and Colombo to Penang have already been strung together. The last bit of the cable from Penang to Singapore and thence to Hongkong, which is, strictly speaking, the property of the Eastern Extension Company, will be laid on the *Colonia's* next voyage. She is expected to call at Colombo towards the end of March of next year *en route* to complete this, and, shortly after this work is over, she will undertake the London Gibraltar connection.

FASHIONS AND FANCIES.

FURS.

Christmas catalogues have been out for over a week, though November is not yet quite over. Those dealing with dress show tempting illustrations of furs, from coats at a thousand guineas down to velvet stoles lined with white satin or pale-tinted broché and bordered with a line of fur. For many reasons these are preferable to those consisting entirely of peltry. The velvet clings in more closely to the neck. It is more healthy wear than fur, because on the many mild days we have throughout our winters it can safely be replaced by silk or lace, whereas the extreme warmth of fur renders the wearer peculiarly susceptible to cold if replaced by any of these materials, and yet, if worn in mild weather, overheats the skin and in this way, equally with the alternative, leads the way to one of the many forms of catarrh that threaten us in our winter months.

APPROPRIATE PRESENTS.

Muff and stole constitute a favourite form of present, whether in fur or some fancy material. Ermine, of course, is high favourite. Stoles are narrower this season than they were before, and are consequently much more graceful. Also, they are now worn hanging straight down in front and are garnished with many tails. Tailless ermine is in fashion, but is not nearly so effective as the other. The small black tails with their touch of yellow at the root are the perfect natural contrast with the snowy whiteness of the fur. Civet cat with its strong contrast of black and white is a sort of half-way house between expensive furs and those of very humble class. It is soft and warm, the great desiderata in furs, is cosy-looking, and by many is preferred to the neutral-tinted squirrel.

CHAINS OF GEMS.

Jewellery of every kind is shown in the glittering shop windows of the West-end, and the variety of design in which personal ornaments are made is equalled only by the fanciful beauty of the various patterns in necklets, brooches, bracelets, bodice ornaments, and sprays or bandeaux for the hair. Chains will be very welcome presents this winter, being in fashion again. They are as long as ever. Some are costly indeed, in diamonds and other precious or semi-precious stones. The latter are much in fashion, for various reasons, among which the prevalent "hard times" are pleaded. Many of the semi-precious stones are equal in beauty to the magnificent sapphire, emerald and ruby. The lovely peridot with its delicate pale green is regarded as more æsthetic than the rather emphatic tint of the emerald. The moonstone has a loveliness all its own.

AN AMULET NECKLACE.

Jade has seized the popular fancy and is seen at the opera and the theatre. Amber is again fashionable and makes pretty chains, whether in the clouded or the clear variety. It is admirably becoming to brunettes and to those few blondes whose skins are pale rather than ruddy. Pearls head the list of lovely chains, imitations being made with such expert skill as to be indistinguishable from the real, though worth not more than a thousandth part the price of the latter. Even malachite has been pressed into the service of the muff chain. The superstitious may like to give their friends an amulet necklace with all the lucky stones of the month introduced, those consecrated by the Chaldeans to the twelve signs of the Zodiac. The idea is that each constellation as it rises above the horizon secures to the wearer of these amulets the benign influence attributed to it by seers.

"CLOTHE THE NAKED."

If we should see a ragged, ill-shod woman in the street, shivering with cold and misery, and her neck bare almost to the shoulders, we would do our best to help her cover them warmly. But she would be in the height of fashion! If we were to offer any neck-covering to the smart women who are foolish enough to go about with bare necks and but partially-covered chests, we should get no thanks, but quite the reverse. They glory in their folly. The other afternoon when frost and fog made the atmosphere very raw and chilly, there entered, at the comfortable hour of tea, a young woman in a pale-blue gown, with bare neck and arms. She had left her warm coat in the hall before taking her place in the crowded room, where the other callers were sensibly clothed. Soon after having seated herself she asked if she might close the window, left slightly open at the top for purposes of necessary ventilation. She shut it, and the rest of the party were much inconvenienced by the resulting stuffy atmosphere of the room. Is this a sample of modern manners?

VELVET COATEES.

The very light character of the gowns worn necessitate some additional warmth on the shoulders, and the smart little velvet coatee supplies these. It is often in very attractive colours, such as China blue, Dubarry pink, tea rose, or pale lemon. In broché it is lined with very soft silk, and can be worn over any gown. The sleeves are usually short, not even reaching the elbows, and sometimes are turned back with mousquetaire cuffs edged with a line of fur matching the wider collar. This latter stops short at each side of the front, for nothing must be permitted to hide the uncovered neck. A dainty coatee is in brocaded velvet, geranium petals in different colours on a pearl-tinted ground. The fur in this case is skunk. The sleeves are long enough to reach the wrists, where they turn back upon themselves, and have a narrow band of skunk. With this was worn a gown of geranium-red voile, made with a very wide short tunic of black chiffon, wired round the edge and trimmed with a ruche of silk in the tint of the gown.

HANDKERCHIEFS AS PRESENTS.

Like trumps in whist, when one cannot think of anything else to give, one can always play handkerchiefs. Everybody uses them, and they are to be had at all prices, so it is always safe. A "very superior article," as the shopman will call it, can be had at 30s. apiece, and intermediate prices run as low as 5s. 11d. the dozen, even in Irish linen, embroidered in French knots and hemstitched. Others are overdone with embroidery, and actually not so pretty as those with a narrow hem and the newest line of lace edging. It is a grief to have one of these lost in the wash and, oddly enough, it is always one's nicest handkerchief that does not come home from the laundry. Men's handkerchiefs are bordered with colour—pink, pale blue, or red. An ornamental line sachet, daintily embroidered and provided with ribbon-strings may be filled with handkerchiefs and sent as a Christmas box without fear of reproach, such as would be incurred if one ventured to choose ties or cigars for a male recipient. Many a man has not settled down to his own choice in tobacco, so how may a woman hope to divine it?—X. and Z. in the *Globe*.



THE true secret of getting the full enjoyment that each meal should give, is to break yourself of the habit of saying "Worcestershire sauce," and always to call for **"LEA & PERRINS."**

There are scores of "Worcestershire sauces." There is only one Lea & Perrins. No other has ever succeeded in equalling it. If you say simply "Worcestershire" you may get one of the imitations.



The White Writing on the Red Label:

Lea & Perrins

indicates the ORIGINAL and GENUINE WORCESTERSHIRE SAUCE.

69 7004

THE DYSPEPTIC'S HANDICAP.

The dyspeptic is sorely handicapped in this life. If he is a man he can't keep pace with his fellows because of the weakness, the depression, and the suffering that indigestion inevitably brings in its train. If a woman, she often finds it impossible to carry out the daily household tasks, or meet the demands of a business occupation because headaches, distressing bilious attacks, palpitation, and sleeplessness are spoiling her life.

The effective remedy for dyspepsia, proved by time and world-wide use, is Mother Seigel's Syrup, the herbal tonic and restorative for stomach, liver, and bowels. It is composed of the extracts of more than ten different varieties of roots, barks and leaves which in combination are wonderfully effective in dispelling indigestion, biliousness, and the many distressing ailments which follow in their train.

If you suffer from flatulence, acidity, heartburn, constipation, or other form of stomach or liver trouble, try the effect of taking thirty drops of Mother Seigel's Syrup after each meal, and you will understand why this popular herbal remedy has achieved such world-wide success.

Mrs. J. Perry, of 7, Albion Road, Rondebosch Cape, writing on May 9th, 1913, says:—

"During the past three years I have enjoyed a state of almost perfect health, which I attribute to the use of Mother Seigel's Syrup, after having tried almost every other medicine, without being in the least benefited by them.

"Prior to the period mentioned, I was a great sufferer from indigestion and constipation. I began to suffer indescribable pains in the chest and sides, after meals. My food fermented, causing nauseous winds to accumulate, and I also became subject to violent headaches, and heartburn. I was in a constant state of drowsiness, never felt rested, and was so weak I could scarcely move about. As there seemed to be nothing to combat this illness I became irritable and despondent.

"Mother Seigel's Syrup was brought to my notice. As I had heard it very highly praised, I thought I could not do better than give it a trial. It proved itself quite worthy of that praise, for after the first bottle I felt much better, and my improved appearance was commented upon by my acquaintances. I continued with the medicine awhile and was speedily restored to health. My cure was a permanent one."

People who lack energy, feel tired, languid, feeble, nervous, need one thing to make them strong, vigorous, bright and comfortable again—just good food. Food will do it when everything else has failed. After it is digested, it will do it—not before. When your stomach is deranged and cannot digest food, Mother Seigel's Syrup will tone up and help it to do its work. But be sure you get the genuine remedy. [106

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 2/9. MARTIN, Chemist, Southampton, Eng.

MARTIN'S APIOL & STEEL PILLS for Ladies

6

Beetham's La-rola

Makes the Skin as SOFT AS VELVET, and keeps it SOFT, SMOOTH and WHITE all the year round

Removes and prevents Roughness, — Redness, Irritation, Tan, etc. — COOLING AND REFRESHING DURING THE SUMMER HEAT

M. BEETHAM & SON, CHELTENHAM & ENGLAND

121

SAVARESSE'S SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM MADE IN LONDON - OF ALL CHEMISTS

1311



RIGAUD'S KANANGA OF JAPAN TOILET WATER

Beware of Imitations.

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¶ We offer you our services as buying agents for British or Continental goods. Established in 1914, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, further with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

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NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND COLOMBO.

THE Steamship

"KANDAHAR,"

Captain W. Keasley, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 29th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 21st December, 1913. [1463

FROM EUROPE

THE H.A.L. Steamship

"SILESIA,"

Capt. H. Christiansen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Frans" from Ahus.
Ex s.s. "Kong Ring" from Christiania.
Ex s.s. "Lisboa" from Setubal.
Ex s.s. "Göteborg" from Göteborg.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd December, 1913. [1475

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained

Goods not cleared by the 30th Dec. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 30th Dec. at 9 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 23rd December, 1913. [49

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from the Company's Godown at West Point. All Cargo will be landed immediately at Consignees' risk and expense.

Cargo undelivered by FRIDAY, the 26th Dec., at Noon, will be subject to landing charges.

Cargo remaining undelivered TUESDAY, 6th Jan., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 5th Jan., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 23rd Jan., otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, 23rd December, 1913. [32

NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 24th December, 1913. [60

SHIPPING IN PORT.

STEAMERS.

AIKOKU MARU, Japanese str., 2,466, Yoshiwara, 20th December—Miike 14th December, Coal.—Mitsui Bussan Kaisha.

ANHUI, British str., 1,356, J. B. Harris, 22nd December — Shanghai 18th December, General.—Butterfield & Swire.

BUFFALO, German str., 4,090, C. Jenssen, 22nd December—San Francisco, Case Oil.—Standard Oil Co.

CALCHAS, British str., 4,844, R. Jones, 20th December—Shanghai 17th December, General.—Butterfield & Swire.

CHEONGSHING, British str., 1,989, Liddell, 19th December—Wei-hai-wei 14th Dec., General—Jardine, Matheson & Co.

CHINA, American str., 3,186, H. Thompson, 23rd December—San Francisco 22nd November, Mails and General.—Pacific Mail S.S. Co.

DAGNY, Norwegian str., 882, P. Solvesen, 22nd December—Bangkok 13th December, Rice.—Aagaard, Thoresen & Co.

DAIJIN MARU, Japanese str., 899, K. Marukami, 24th December—Tansui 21st December, General. — Osaka Shosen Kaisha.

DRUFAR, Norwegian str., 1,102, J. Bing, 22nd December—Swatow 21st December, General.—China-Siam S.N. Co.

FAUSANG, British str., 1,014, Malkins, 21st December—Paruruan 12th December, Sugar.—Jardine, Matheson & Co.

FUKUI MARU, Japanese str., 3,087, C. Tominaka, 20th December—Moji 14th December, Coal. — Mitsui Bussan Kaisha.

IXION, British str., 6,527, Riepenhausen, 24th December—Tacoma 26th December, General.—Butterfield & Swire.

KAIJO MARU, Japanese str., 2,934, Minato, 23rd December—Karatsu 17th December, Coal.—Mitsui Bussan Kaisha.

KALGAN, British str., 1,034, 21st December—Tientsin 15th December, General.—Butterfield & Swire.

KIUKIANG, British str., 1,228, Robertson, 22nd December—Hongay 19th December, Coal.—Butterfield & Swire.

KWANGLEE, Chinese str., 1,489, McArthur, 22nd December — Shanghai 19th December, General.—Chinese.

LYEEMOON, German str., 1,238, Sach, 23rd December—Saigon 18th December, Rice.—Chinese.

MERIONETHSHIRE, British str., 3,408, W. H. Lancaon, 23rd December—London 31st December, General.—Jardine, Matheson & Co.

NINGCHOW, British str., 3,836, F. W. Cullum, 22nd December—Liverpool 9th December, General.—Butterfield & Swire.

ONSANG, British str., 1,787, Picknell, 22nd December—Pasoloeran 11th December, Sugar.—Jardine, Matheson & Co.

PHEUMPENH, British str., 1,065, Bird, 22nd December—Saigon 17th December, Rice.—Chinese.

RAJABURI, German str., 1,189, C. Wolff, 22nd December—Bangkok 13th December, Rice.—Butterfield & Swire.

SABINE RICKMERS, Dutch str., 573, B. Y. Jagt, 23rd December—Shanghai 18th December, Nil.—Asiatic Petroleum Co.

SETUN, Norwegian str., 865, Horbrender, 23rd December—Bangkok 14th December, Rice.—Chinese.

SHANSI, British str., 1,223, E. B. Simons, 24th December — Shanghai 20th December, General.—Butterfield & Swire.

SUNGKIANG, British str., 1,600, Robinson, 23rd December—Pakhoi 23rd December, General.—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 20th December—Chefoo 15th December, General.—Chinese.

TAMBOV, Russian str., 2,516, Alexaieff, 20th December—Shanghai 17th December, General.—Russian Volunteer Fleet.

TATONTSE, French str., 691, Grolhon, 21st December—Honkohe 15th December, Salt.—A. Bune & Co.

TJIBODAS, Dutch str., 4,600, E. R. Kroes, 21st December—Macassar 12th December, Sugar.—Java-China Japan Lijn.

UNKAI MARU No. 4, Japanese str., 3,145, Y. Tanaka, 23rd December—Java 10th December, Sugar.—Order.

VOLUTE, British str., 2,598, J. Mowat, 21st December—Balik Papan 10th December, Bulk Oil.—Asiatic Petroleum Co.

WINGSANG, British str., 1,567, T. W. Lishman, 22nd December—Hongay 20th December, Coal.—Jardine, Matheson & Co.

YOKOHAMA MARU, Japanese str., 4,010, S. Wada, 22nd December—Shanghai 19th December, General.—Nippon Yusen Kaisha.

YUENSANG, British str., 1,128, P. H. Rolfe, 23rd December—Manila 20th December, General.—Jardine, Matheson & Co.



香港中外新報

CHUNG NGOI SAN PO
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REVIEWS.

An Irish Gentleman: GEORGE HENRY MOORE: His Travels, His Racing, His Politics. By Colonel MAURICE GEORGE MOORE, C.B. With a Preface by George Moore, Illustrated. London: T. Werner Laurie, Ltd.

George Henry Moore was the connecting link in Irish politics between Dan O'Connell and Isaac Butt. In his childhood precocious, in his schooldays clever, in his youth romantic, in his early manhood wild, by the tragic death of his brother he was influenced to forsake horse-racing and its associations—at any rate, for a time—and settle down to the wise administration of the patriarchal estate in Co. Mayo and the rearing of a family, one of whom is the very able *littérateur*, writer of this preface, and the other Colonel Moore, author of this biography. From Oscott College, he went up to Cambridge with every promise of a distinguished scholastic career. Unfortunately, he fell into a fast set, and distinguished himself only in billiard playing. He was removed from Cambridge, and returned to Mayo with a keen desire for life, for horses, for hounds, for racing, for duelling, for everything except drinking. If the acquaintances of Cambridge were bad, the sporting squireens of Mayo were worse, so he was packed off to London to study law. Entanglements with a woman led to a temporary estrangement with his mother, and his financial allowance could not bear the strain of his extravagances in London, Bath and Cheltenham. As the affair of the heart did not turn out well, he spent a spell in travel and sketching in Russia, the Caucasus and Syria, nursing his melancholy in the approved fashion of the time, until a visit in the Syrian desert from the love of his youth, a visit lasting over two years (of which there is no record), appears to have brought about a cure, and eventually his return to Ireland. They doubtless got to know each other better in the solitudes of Sygia, and knowledge is often a cure for the fever of early love!

In his horsebreeding and racing, the subject of this biography was associated with his brother Augustus (afterwards killed), and they bred some famous racers, including Anonymous, Wolfdog, Erin-go-bragh, Coranna, and Croaghpatrick. Coranna won the Chester Cup in 1846, and the brothers won a clear £9,000, after paying expenses and a share to Lord Waterford out of their total winnings of £17,000. Coranna had won the Caesarewitch in 1843. Later in life, when he took up racing again during a temporary absence from the House of Commons, he won the Stewards' Cup at Goodwood with Croaghpatrick in a record field of forty-five, and in the same week won the Chesterfield Cup with the same horse. That was in 1860. In the following year, Croaghpatrick was beaten for the Royal Hunt Cup at Ascot by Canary, to whom he was conceding two stone.

After his second excursion into horsebreeding and racing, he returned to the political arena, fighting five contested elections and two petitions. He was a landlord, but nevertheless he was a lover of the democracy and sympathetic in a practical way to the distressed lower classes of Ireland. Fighting a lone hand at times, he was successful, on the whole, in bringing together divergent personalities, and it was really in his time that the first substantial and successful effort was made to create a United Ireland party which would not only be independent of the two great parties, Whig and Tory, but would hold the balance of power in the House of Commons. The Fenian organisation came into existence during this period, and although it does not appear from this interesting record that Moore instigated outrage as a political weapon he certainly used his tongue and pen to justify what might be termed legitimate rebellion to secure Home Rule for Ireland. At this time, Gladstone and others were sympathetic to the efforts of Italians to set up a united and independent Italy, and Moore, and others like him, did not see why Irishmen should not use every weapon in their power to secure a Government for Ireland free from the trammels of the English Government. We do not propose to discuss political and religious questions, and content ourselves by stating that those who seek reasons for establishing an Irish Legislature in Dublin may find help in these pages. Several names that will go down in history are mentioned by the author (who does not appear to have a high opinion of Gladstone as a statesman), and one of the many is William Johnstone of Ballykilbeg, who, it may be remembered by some of our readers, was father of the late Mr. L. A. M. Johnstone, Postmaster-General of Hongkong in 1908. It seems characteristic of Irish affairs that Moore's death occurred at a time when he had been summoned to Ireland to deal with attacks upon him as a landlord (April, 1870). How often has the hound bitten the hand that fed it! His son-biographer writes as follows in his epilogue:—"We are in a better position for judging, after forty years of agitation, led first by Mr. Butt himself, and then by Mr. Parnell and his successors; and yet in such a speculation we ought not to be guided solely by the subsequent course of history. There were especial reasons why George Henry Moore might have succeeded where others failed. Mr. Butt was a lawyer, and believing that he could persuade Parliament of the justness of his course, he attempted to effect a revolution by argument; he does not seem to have understood that in the House of Commons, full of skilful debaters, one argument can always be met by another equally cogent, and that parties are no more affected by logic and eloquence than the rocks of the shore by the waves that seem for a moment to overwhelm them. Parnell appreciated the situation more correctly, but he was hampered by the crimes that clung round the Land League, and by the opposition of the landlords, naturally exasperated by attacks on their property. One can perceive from a perusal of this history that the agitation for self-government would have been conducted by Moore on a plan different from that adopted by either Butt or Parnell; there would have been no tumbling of houses or tumbling of landlords, but he would have pursued his object with the same fierce, implacable, far-seeing spirit as Mr. Parnell. When he died, Ireland seemed more fit for self-government than it has ever been since: landlords and tenants were not on unfriendly terms; and the Protestants, alienated from England by Mr. Gladstone's Disestablishment policy, were in a frame of mind for conciliation. If such a consummation were indeed possible, and if Providence had so directed, how much of anger and crime and misfortune might have been avoided!"

The biography is a most interesting one, and will be helpful to students of political history. It is to be regretted that more material was not available from Moore's notebooks and letters to give further details of his experiences in Syria. A man of great natural ability and considerable culture and gifted with power to use the English language with picturesque effect, a work on his early experiences could not fail to have interest above the common. But his temperament was antipathetic to the drudgery of sustained writing, and so we have doubtless to lament the loss of a masterpiece.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
A. M. Balwin, Care Lapicque	Penang
Dinwo Lampakhoangkai	Singapore
Flanagan	Shanghai
Forewalk	Kuala Lumpur
Hunwhyo	Bangkok
Konghing	Singapore
Leesiew Singwo Cunkee	Singapore
Mejanosha	Soerabaya
Navalrai	Singapore
Reynders	Cheribon
Trahgis	Grand Rapids, [Mich.
Tunghingtai	Bangkok
Yeesounyuen	Bangkok
Ywoyenh Magasin Cotton Chinois	Hanoi

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Choonlee	Kobe
Chongyu	Shanghai
Knuts	Weltevreden
Reijnders	London
Shima Kader, S.S. *Princess Alice*	Kobe
Uji	Saseho
3940/0735	Hankow

COULD NOT PUT FOOT TO GROUND

THROUGH RHEUMATIC FEVER.

NOW IN PERFECT HEALTH.

DR. WILLIAMS' PINK PILLS EFFECT A RAPID CURE IN CEYLON.

There is no more painful disease than Rheumatic Fever. Besides the ordinary fever symptoms, such as heavy sweats, thirst, constipation and loss of appetite, rheumatic pains shoot from joint to joint and limb to limb, causing such agony that the patient is utterly prostrated and dare not even move.

It will be understood then that Mr. M. D. P. de Silva spoke in all sincerity when he said that it was impossible to praise too warmly the medicine—Dr. Williams' pink pills for pale people—which rescued him from the state of misery in which this dreadful malady had held him for many months. "Rheumatic Fever had reduced me to a mental and physical wreck," said he, "but within six weeks Dr. Williams' Pink Pills drove the Rheumatism right out of my system."



Mr. M. D. P. de SILVA
(from a photograph).

A draughtsman by profession, Mr. de Silva is employed in the Chief Engineer's Office, Ceylon Government Railways, Colombo. "My illness began three years ago," he explained. "Then I was continually being prostrated by feverishness, pains in and tenderness of the joints and in the muscles of my back. They became so bad that for days at a time I could not leave my bed. My appetite vanished completely. Night was a time of absolute torture, for I could not sleep with the pains. Medicines failed to bring me relief. No one knows the intensity of the suffering I endured during the many months this lasted.

"On several occasions I had come across articles in the papers giving details of how acute cases of Rheumatism had been completely cured by Dr. Williams' Pink Pills. But I thought it impossible for them to cure such a bad case as mine until a friend told me that they had done him, personally, wonderful good. This friend's recommendation was sufficient to make me give Dr. Williams' Pink Pills a trial. Within two weeks from starting them the pains had practically gone from my joints and back, my nights were restful, my appetite had improved amazingly. Within six weeks they had driven the rheumatism right out of my system. I am in perfect health now, due, undoubtedly, to the curative powers contained in Dr. Williams' Pink Pills, and I cannot say too much in their favour."

Dr. Williams' pink pills for pale people are a proved remedy for all diseases due to impure, watery blood and disordered nerves, such as Rheumatism, Sciatica, Neuralgia, Indigestion, Nervous Debility, Anæmia, and the ailments of adies. From medicine vendors everywhere, and the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, one bottle for $1.50, six for $8 post free.

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Mr R. Ramsey
Mr B. Raworth
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Capt H. Trowbridge
Mrs H. A. Walker and 2 children
Capt H. S. Walker
Lady E. Watts
Mr H. Watkins
Mr F. W. White
Dr Wile
Mr G. G. Wood
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Mr & Mrs Hancock
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Capt J. S. Lewingdon
Mr F. Lorria
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Capt Pollard
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Mr & Mrs W. Armstrong
Mr & Mrs T. Arthur
Mr & Mrs W. C. Barrett and child
Mr & Mrs C. D. J. Bell
Fleet Surgeon & Mrs Bernard, R.N.
Mr & Mrs Boyer
Miss Boggs
Major & Mrs Bowan
Mrs Bowdler
Mr Bruce
Hon Mr & Mrs Bucknall, child & maid
Mr M. Cary
Mr & Mrs Carrie
Major Davy
Mr & Mrs Doyle
Mr & Mrs Dobbie
Major Dorgan
Capt & Mrs Evans, maid and child
Major Faichine
Mr Fearson
Miss Fearson
Mr & Mrs Flanagan
Mr & Mrs A. Gibson
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Mr Heermann
Capt & Mrs Hodgins
Mrs Hoobrender and child
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Major & Mrs Humphreys
Miss Humphrey
Rev. & Mrs Cooper Hunter
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Miss Macdonald
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Maj. & Mrs McMunn children & nurse
Mr & Mrs E. N. Mitchelmore and child
Rev. Copley Moyle
Col. & Mrs O'Hara and children
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Mrs Parson
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Lt.-Col. & Mrs Usher Smith
Mr & Mrs Soffleth
Mr & Mrs G. E. Stewart and children
Capt & Mrs Stericker nurse and child
Mr N. C. Walker
Capt Whitefield
Mr David Wood

WEATHER REPORT.

On the 26th at 12.05 p.m.—The northern depression has passed into the Pacific.

The depression to the east of Luzon appears to be curving north-eastward.

The anti-cyclone has broken up. Another is probably forming over China.

Moderate monsoon is indicated along the east coast of China and fresh monsoon over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.25 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	North winds, fresh; fine.
Formosa Channel	Northerly gale.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

26TH DECEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction	Wind Force	Weather.
Vladvostock	7 a.	30.22	16	—	NNE	2	b
Nemuro	6 a.	30.01	—	—	NW	3	—
Hakodate	,,	30.09	—	—	WSW	4	—
Tokio	,,	30.16	—	—	—	0	—
Kochi	,,	30.23	—	—	SW	1	—
Nagasaki	,,	30.25	—	—	—	0	—
Kagoshima	,,	30.23	—	—	NNE	1	—
Oshima	,,	30.14	—	—	S	1	—
Naha	,,	30.05	—	—	ESE	2	—
Ishi'jma	,,	30.03	—	—	—	3	o
Bonin Is.	,,	30.22	—	—	—	0	—
Chefoo	,,	—	—	—	—	—	—
Weihaiwei	,,	30.29	31	90	W	2	b
Hankow	,,	—	—	—	—	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang	,,	30.37	36	80	W	1	b
Changsha	,,	—	—	—	—	—	—
Shanghai	,,	30.32	39	—	NNW	1	—
Gutzlaff	,,	30.26	42	—	N	3	o
Sharp Peak	7 a.	30.19	55	—	NE	1	c
Amoy	6 a.	30.14	57	87	NE	2	m
Swatow	,,	30.17	57	94	N	1	or
Taihoku	5 a.	30.12	—	—	NW	2	or
Taichu	,,	30.09	—	—	N	6	o
Tainan	,,	30.07	—	—	N	8	—
Koshun	,,	30.01	—	—	N	4	—
Pescadores	,,	30.10	—	—	N	8	—
Canton	6 a.	30.23	49	85	N	2	o
Hongkong	6 a.	30.16	57	89	—	0	o
Gap Rock	,,	30.13	—	—	N	5	o
Macao	,,	30.15	50	—	NNW	2	o
Wuchow	9 a.	30.34	50	—	N	1	o
Hoihow	,,	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Phulien	6 a.	30.24	54	—	NNE	1	o
Tourane	,,	30.12	64	—	NNW	7	o
Cape St. James	,,	30.01	73	—	SW	2	o
Aparri	,,	29.93	71	—	SW	1	b
Manila	,,	29.92	71	—	SSE	1	o
Legaspi	,,	29.84	78	—	SW	1	o
Iloilo	9 a.	29.91	82	—	NE	2	b
Bacolod	,,	—	—	—	NW	1	o
Cebu	,,	29.93	84	—	—	0	c
Labuan	,,	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet)

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 26TH

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.13	30.16	30.12
Temperature	61	57	64
Humidity	76	89	68
Wind Direction	ESE	calm	West
,, Force	1	0	2
Weather	o	o	b
Rain	—	0.25	—

Highest open air Temperature on 25th ...61
Lowest open air Temperature on 25th ...52

HONGKONG TIDE TABLE.

From 27th Dec. 1913 to 2nd January, 1914.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	HIGH WATER Height	LOW WATER H'kong. Mean Time	LOW WATER Height
		h. m.	ft. in.	h. m.	ft. in.
Satur.	27	m 10 38	4 4	m 3 36	0 8
		8 33 a	8 2	1 58 a	3 9
Sun.	28	m 11 30	4 3	m 4 18	0 6
		9 11 a	8 2	2 32 a	3 8
Mon.	29	0 14 a	4 2	m 4 59	0 6
		9 48 a	8 1	5 8 a	3 8
Tues.	30	0 54 a	4 2	m 5 39	0 8
		10 25 a	7 8	5 47 a	3 8
Wed.	31	1 33 a	4 2	m 6 19	1 0
	Jan.	11 2 a	7 3	6 30 a	3 9
Thurs.	1	2 13 a	4 3	m 7 0	1 4
		11 40 a	6 8	5 8 a	4 0
Fri.	2	2 52 a	4 5	m 7 42	1 8
				6 11 a	4 2

ON SALE
AT THE
"LONGKONG DAILY PRESS" OFFICE

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE $1.

Hongkong, 11th October, 1913

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong. 28th December, 1913, 1st Sunday after Christmas. Holy Communion (8.15 a.m.). Matins, (11 a.m.) Responses, Festal; Venite, Hooper; Psalms, of the 28th morning; Te Deum, Woodward, Smart, Turle; Benedictus, Garrett; Hymns, 178, 69 (T 58), 482, and (T 218). Evensong (5.45 p.m.). (Full Choir). Responses, Festal; Psalms, Purcell; Magnificat, and Nunc Dimittis, Maunder in D; Anthem, "O Zion that bringest" Stainer; Hymn, 60 and 288. Sevenfold Amen. *N.B.*—Psalm 136, verses 1, 3, 15, 26, and 27 in unison; Psalm 137, verses 4 and 7 in unison; Psalm 138, verses 9 and C.P. in unison; Hymn 288, verses 3 and 5 in unison.

UNION CHURCH, Kennedy Road. Sunday, December 28th. Morning Service at 11 a.m. Hymns, 294, 582, 476, and 625. Evening Service at 6 p.m.; Hymns, 144, 561, 341, 305, and 617. Preacher, Rev. J. Kirk Maconachie.

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnell Road. Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

ST. PETER'S CHURCH, West Point. Sunday, December 28th. Holy Communion at 8 a.m. Morning Service and Holy Communion at 11 a.m. Evening Service, at Seamen's Institute, at 7.30 p.m. Voluntary Ave Maria; Hymns; 80, 138, 46, and 419.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA,"

Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 3rd January, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay and transhipped to s.s. "ARABIA," due in London on the 14th February, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd December, 1913. [1

THE "INDRA" LINE, LIMITED

FOR NEW YORK
(With liberty to call at Malabar Coast).

THE Steamship

"INDRAKUALA,"

Captain A. H. Smith, will be despatched as above on 10th January, 1914.

This Steamer has superior accommodation for a limited number of First Class Passengers.

For freight or passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 25th December, 1913. [1417

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR MARSEILLES, LONDON ROTTERDAM AND ANTWERP.

THE Steamship

"GLENSTRAE,"

Captain Jas. McGillivray, will be despatched for the above Ports on or about 11th January, 1914.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th December, 1913. [1442

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship

"SHIRLEY,"

Captain Hopley, will be despatched as above on SATURDAY, the 17th January, 1914.

For Freight and passage, apply to
ARNHOLD, KARBERG & Co.,
General Agents.

Hongkong, 17th December, 1913. [1443

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 2nd Jan.
LONDON VIA USUAL PORTS OF CALL	DELIA	Brit. str.	—	W. R. Le Marie, R.N.R.	P. & O. S. N. Co.	On 3rd Jan., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA	Brit. str.	—	G. Phillipps	P. & O. S. N. Co.	About 7th Jan.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	FUERST BUELOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 29th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIEN	Fren. str.	—	Lassince	MESSAGERIES MARITIMES	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	ATSUTA MARU	Jap. str.	—	J. Nagano	NIPPON YUSEN KAISHA	On 31st inst., at D'light.
MARSEILLES, HAVRE & HAMBURG, &c.	C. FERD. LABISZ	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	On 7th Jan.
MARSEILLES, LONDON, ROTTERDAM & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHEWAN, TOMES & Co.	About 11th Jan.
MARSEILLES, BREMEN & HAMBURG, &c.	EMDEN	Ger. str.	k. w.	Kotzle	HAMBURG-AMERIKA LINIE	On 13th Jan.
MARSEILLES, DUNKIRK, ANTWERP, R'DAM & BREMEN &c.	MARK	Ger. str.	—		MELCHERS & Co.	Middle of Mar.
HAVRE, EMDEN & HAMBURG, &c.	SILESIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 26th Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c	GOLDENFELS	Ger. str.	k. w.	Dietz	HAMBURG-AMERIKA LINIE	On 13th Jan.
COPENHAGEN, GOTHENBURG & BALTIC PORTS	CEYLON	Swed. str.	—		ARTHUR NELSSON & Co.	About 15th Jan.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	To-day.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 7th Jan., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	CHICAGO MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 22nd Jan., at 1 P.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	BUELOW	Ger. str.	—	C. Nahrath	MELCHERS & Co.	On 7th Jan., at 10 A.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.	E. F. FERINDAND	Aus. str.	—		SANDER, WIELER & Co.	About 31st inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &C.	KOERBER	Aus. str.	—		SANDER, WIELER & Co.	On 15th Jan., at 4 P.M.
NEW YORK	INDRAKUALA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., LD.	On 10th Jan.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.	—		DODWELL & Co. LTD.	About 27th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	SHIRLEY	Am. str.	—	Hopley	ARNHOLD, KARBERG & Co.	On 17th Jan.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 1st Jan., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN. &c.	MONTEAGLE	Brit. str.	2 m.	F. L. Davison	CANADIAN PACIFIC R. Co.	On 15th Jan., at Noon.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND, (Or.)	BELGRAVIA	Ger. str.	k. w.	Meisner	HAMBURG-AMERIKA LINIE	On 16th Jan.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 30th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 6th Jan., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 14th Jan., at Noon.
SAN FRANCISCO	INDRASAMHA	Brit. str.	—	J. P. Jones	JARDINE, MATHESON & Co., LD.	Middle of Jan.
FREMANTLE, WEST AUSTRALIA	MAUSANG	Brit. str.	—		GILMAN & Co.	About 10th Jan.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	To-day, at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 2nd Jan., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 14th Jan., at Noon.
JAPAN	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
YOKOHAMA & KOBE VIA SHANGHAI	CHINA	Aus. str.	—		SANDER, WIELER & Co.	About 30th inst.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 1st Jan., at D'light.
KOBE	PRINZ SIGISMUND	Ger. str.	—	A. Hurtzig	MELCHERS & Co.	About 6th Jan.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 14th Jan., at 11 A.M.
TSINGTAU, WEIHAIWEI, CHEFOO DAIRY & CHINWANTO	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 2nd Jan., at Noon.
SHANGHAI & TSINGTAU	KANCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at Midnight.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	WOSANG	Brit. str.	—		JARDINE, MATHESON & Co., LD.	To-morrow, at D'light.
SHANGHAI, KOBE & YOKOHAMA	DUMBEA	Fren. str.	—		MESSAGERIES MARITIMES	On 29th inst.
SHANGHAI	WINGSANG	Brit. str.	—	J. H. Lishman	JARDINE, MATHESON & Co., LD.	On 30th inst., at D'light.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 30th inst., at D'light.
SHANGHAI	SHAOHSING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 30th inst., at Noon.
SHANGHAI, KOBE & MOJI	ABBATOON APCAR	Brit. str.	—	Walker	DAVID SASSOON & Co., LTD.	On 30th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 31st inst.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 1st Jan., at 4 P.M.
SHANGHAI	KINGSING	Brit. str.	—	H. G. M. Walker	JARDINE, MATHESON & Co., LD.	On 2nd Jan., at D'light.
SHANGHAI	KOERBER	Aus. str.	—		SANDER, WEILER & Co.	On 2nd Jan., at 6 A.M.
SHANGHAI	EGYPT	Brit. str.	—	F. R. Summers	P. & O. S. N. Co.	About 2nd Jan.
SHANGHAI & TSINGTAU	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 3rd Jan., at M'night.
SHANGHAI, MOJI & KOBE	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 3rd Jan.
SHANGHAI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 3rd Jan.
SHANGHAI	KOONSHING	Brit. str.	—	Wright	JARDINE, MATHESON & Co., LD.	On 4th Jan., at D'light.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
SHANGHAI	TJIMANCEK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 31st inst., at Noon.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 30th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 2nd Jan., at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	To-day, at 2 P.M.
MANILA, CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 2nd Jan., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 3rd Jan., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	CUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 12th Jan., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	JAVA MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 5th Jan., at 4 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	To-day.
SINGAPORE, PENANG, & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON Co., LTD.	On 30th inst., at 3 P.M.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	On 3rd Jan.
PAKHOI & HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 31st inst., at 10 A.M.
HAIPHONG	KANSU	Brit. str.	1 m.	Tuebben	BUTTERFIELD & SWIRE	To-day, at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER						To L'POOL		
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	St. John, N.B.	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF RUSSIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	Moji 20 Jan. N'saki	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.
EMPRESS OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.
EMPRESS OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.	14 Mar.	21 Mar.
EMPRESS OF JAPAN	Thurs. 5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	26 Mar.	1 Apr.	8 Apr.

FROM L'POOL		FROM VANCOUVER						
Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	Moji 1 Jan. N'saki 4 Jan.	4 Jan.	7 Jan.
6 Dec.	13 Dec.	EMPRESS OF INDIA	18 Dec.	1 Jan.	2 Jan.	4 Jan.	6 Jan.	9 Jan.
20 Dec.	27 Dec.	EMPRESS OF ASIA	1 Jan.	12 Jan.	13 Jan.	15 Jan.	17 Jan.	20 Jan.
3 Jan.	10 Jan.	EMPRESS OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.	3 Feb.	6 Feb.
		EMPRESS OF RUSSIA						

PASSAGE RATES—HONGKONG TO LONDON.

VIA ST. JOHN, N.B. VIA NEW YORK.

EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71-10	£71-10
	Car Berth across Canada £6 additional.	£65 —	£65 —
		£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Prava

7431

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	"YUENSANG"	Saturday, 27th Dec., 2 P.M.
† SHANGHAI	"WOSANG"	Sunday, 28th Dec., D'light.
† SHANGHAI	"KWONGSANG"	Tuesday, 30th Dec., D'light.
† SHANGHAI	"WINGSANG"	Tuesday, 30th Dec., D'light.
† SHANGHAI	"KINGSING"	Friday, 2nd Jan., D'light.
*TSINGTAU, WEIHAIWEI, CHEFOO DALY and CHINWANTAO	"CHEONGSHING"	Friday, 2nd Jan., Noon.
* MANILA	"LOONGSANG"	Saturday, 3rd Jan., 2 P.M.
† SHANGHAI	"KOONSHING"	Sunday, 4th Jan., D'light.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "HOOKSANG," "KUMSANG," "Loyal," "Yatshing" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to T'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 25th December, 1913. [14

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.

Hongkong, 23rd December, 1913. [60

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 2nd Jan.
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 28th Jan.
LONDON & ANTWERP	"DEN OF AIRLIE"	On 28th Feb.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 27th Dec.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GLENROY"	On 15th Jan.
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"CARDIGANSHIRE"	On 5th Feb.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 23rd December, 1913. [49

SHIPPING

ARRIVALS.

ALABIANA, British str., 2,297, Wm. Dunbar, 24th December—Chingwantao 17th December, Coal.—Dodwell & Co.

ARIAKE MARU, Japanese str., 2,183, S. Sato, 25th—December — Moji 19th December, Coal. — Mitsui Bussan Kaisha.

ARRATOON APCAR, British str., 4,510, W. Walker, 25th December—Calcutta 7th December, General.—David Sassoon & Co.

ALTMARK, German str., 2,958, Knatsel, 25th December — Shanghai 22nd December, General. — Hamburg, Amerika Linie.

COBLENZ, German str., 1,669, L. Klughist, 25th December — Kutchinotzu 21st December, General.—Melchers & Co.

GREGORY APCAR, British str., 2,940, J. Drake, 24th December—Moji 20th December—Coal and General.—David Sassoon & Co.

LENNOX, British str., 2,361, J. H. Sheroffs, 25th December — Singapore 19th December, General.—Dodwell & Co.

LUETZOW, German str., 5,116, H. Textor, 25th December—Hamburg 13th December, Mails and General.—Melchers & Co.

RANGOON MARU, Japanese str., 3,316, T. Date, 26th December — Kobe 21st December, General.—Nippon Yusen Kaisha.

TAMON MARU No. 12, Japanese str., 2,543, Nomura, 25th December—Moji 19th December, Coal. — Mitsui Bussan Kaisha.

TEAN, British str., 1,357, J. V. Sidford, 26th December—Manila 23rd December, General.—Butterfield & Swire.

TIENTSIN, British str., 1,228, Robertson, 24th December—Java 14th December, Sugar.—Butterfield & Swire.

DEPARTURES.

December 24th.

CHANGCHOW, British str., for Swatow.
EIGER, Norwegian str., for Dalny.
HAITAN, British str., for Swatow.
HUICHOW, British str., for Shanghai.
ITSUKUSHIMA MARU, Jap. str., for S'hai.
KEONGWAI, German str., for Bangkok.
PITSANULOK, German str., for Bangkok.
TAIZON MARU, Japanese str., for Moji.
TEUCER, British str., for Vancouver.
SEATTLE MARU, Jap. str., for Victoria.
SILESIA, German str., for Yokohama.
SOSHU MARU, Japanese str., for Apping.
TSINTAU, German str., for Bangkok.
YATSHING, British str., for Kobe.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Furst Bulow* left Shanghai on the 25th December, p.m., and may be expected here on or about the 28th December, p.m.

The H.A.L. str. *C. Ferd. Laeisz* left Moji on the 25th December, a.m., and may be expected here on or about the 29th December, p.m.

PASSED THE CANAL.

November 28th—*Pelops, Ellen Rickmers, Theseus.*

December 2nd — *Boudoran, Pekin, Shimosa, Yuanan, Rhesus.*

December 5th — *Dumbea, Koerber, Kilano Maru, Lutzow, Somali, Preussen.*

December 9th—*Dunbar, Glenroy, Hyson, Indrani, Peking, Sumatra; Melford Hall, Polerie.*

December 12th—*Bohemia, Nyanza, Neleus.*

December 16th—*Antenor, Belgravia, Bengloe, Denbigh Hall, Japan, Prinz Ludwig, Vorwaerts, Indraghiri.*

December 19th—*Ivy Maru, Macedonia, Persia, P. E. Friedrich, Glenfarg, O. J. D. Ahlers.*

December 23rd—*Benavon, Doucalion, Annam, Atreus, Kasuma, Deike Rickmers, Laomedon.*

ARRIVALS AT HOME.

December 23rd—*Ixion, Neleus.*

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK" ... On or about 27th Dec.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 16th December, 1913. [1398

THE "INDRA" LINE, LIMITED.

FOR SAN FRANCISCO.

THE Steamship

"INDRASAMHA,"

Captain Jones, will be despatched as above about the Middle of January, 1914.

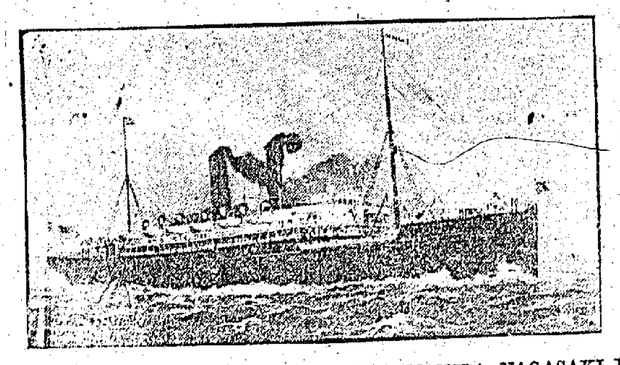
For Freight and further information apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215. Sub Ex. 9.
Hongkong, 11th December, 1913. [1418

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	
CHINA	16,200	...	"
MANCHURIA	27,000	...	"
NILE	11,000	...	"
MONGOLIA	27,000	...	"
PERSIA	9,000	...	"
KOREA	18,000	...	"
SIBERIA	18,000	...	...

TUESDAY, 30th Dec., at Noon.
TUESDAY, 6th Jan., at 1 P.M.
SATURDAY, 10th Jan., at 9.45 A.M.
TUESDAY, 27th Jan., at 1 P.M.
SATURDAY, 7th Feb., at Noon.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
30th Dec.	CHINA	1st Jan.	26th Dec.	MANCHURIA	28th Dec.
10th Jan.	NILE	12th Jan.	31st Dec.	NILE	2nd Jan.
7th Feb.	PERSIA	9th Feb.	27th Jan.	PERSIA	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—
R. C. MORTON, AGENT.
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915. [32

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	DUMBEA	On 29th December.
	CORDILLERE	On 12th January.
	MAGELLAN	On 26th January.
MARSEILLES VIA PORTS	POLYNESIEN	On 30th December.
	PAUL LECAT	On 13th January.
	DUMBEA	On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Through Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa*

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to
S. C. de BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.
2]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 3rd January, 1913. "KATANGA" FROM COLOMBO 16th Januaby, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" Middle of February, 1914.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.
38]

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 30th December, at 4 P.M.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 6th January.

WESTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 30th December, at 3 P.M.

S.S. "DUNERA," 5,389 tons, Capt. Dickinson, will be despatched as above on 2nd January.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 27th December, 1913. AGENTS. 60

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.
37]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG.
SATURDAY, 27TH DEC., 1913.	
8 a.m. *KINSHAN.*	8 a.m. *FATSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *HEUNGSHAN.*
SUNDAY, 28TH DEC., 1913.	
10 p.m. *HEUNGSHAN.*	4 p.m. *FATSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI.* Tons 1,651. | S.S. *TAISHAN.*

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 28TH DECEMBER, 1913.

The Company's New Steamship
"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES:

SALOON Single $3, Return $5. | 1ST CLASS Single $2, Return $3. | 2ND CLASS Single $1, Return $2.
Staterooms:—Saloon $1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *SUI AN*, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51



PHILIPPINES S.S. CO.

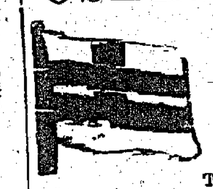
STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 2nd Jan., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 25th December, 1913.— PHILIPPINES S.S. Co. [10

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C., AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
† "MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 P.M.
‡ "CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
† "CANADA MARU"	H. Yamamoto	
‡ "TACOMA MARU"	T. Hamada	
† "PANAMA MARU"	J. Kanso	
‡ "SEATTLE MARU"	T. Saito	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE. PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	K. Hori	MONDAY, 5th Jan., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU"	Y. Yamamoto	WED'DAY, 31st Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 28th Dec., at 10 A.M.
"DAIGI MARU"	S. Tokushige	SUNDAY, 4th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.
741]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PORT, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU, Capt. J. Nagano,	16,000	WED'DAY, 31st Dec., at D'light.
	HITACHI MARU, Capt. Yamawaki,	12,500	WED'DAY, 14th Jan., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU, Capt. Wada,	12,500	TUESDAY, 30th Dec., at Noon.
	§ AWA MARU, Capt. E. Shimidzu,	12,500	TUESDAY, 13th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU, Capt. T. Sekine,	13,500	WED'DAY, 14th Jan., at Noon.
	NIKKO MARU, Capt. Takeda.	9,600	WED'DAY, 11th Feb., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON	‡ HAKATA MARU, Capt. H. Nomura.	12,500	SATURDAY, 27th December.
BOMBAY via SINGAPORE, and COLOMBO	‡ RANGOON MARU, Capt. Date,	12,000	SATURDAY, 27th December.
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope,	16,000	THURSDAY, 1st Jan., at Daylight.
SHANGHAI, MOJI and KOBE	INABA MARU, Capt. Tominaga,	12,500	SATURDAY, 3rd January.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. Takeda,	9,600	WED'DAY, 14th Jan., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	‡ KIRIN MARU, Capt. Nakamura,	6,000	SATURDAY, 3rd January

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER.	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	28th January.
KITANO "	16,000	"	11th February.
IYO "	12,500	"	25th February.
HIRANO "	16,000	"	11th March.
KATORI "	20,000	"	25th March.
KAMO "	16,000	"	8th April.
KASHIMA "	20,000	"	22nd April.

FOR AMERICA.

STEAMER.	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	27th January.
TAMBA "	12,500	"	10th February.
AKI "	12,500	"	24th February.
SADO "	12,500	"	10th March.
YOKOHAMA "	12,500	"	24th March.
AWA "	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241 1—12—13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 13	Feb. 19
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 24	April 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"	"	"	£59.	" £89.
2nd Saloon	"A"	"	"	£44.	" £66.
	"B"	"	"	£40.	" £60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.
58

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NANKIN Capt. Owen Jones, R.N.R.	About 27th Dec.	Freight and Passage.
SHANGHAI	EGYPT Capt. F. R. Summers	About 2nd Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*HIMALAYA* ... Capt. H. G. Evans, R.N.R.	Noon, 3rd Jan.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SIMLA ... Capt. G. Philipps	About 7th Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th December, 1913. [1

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"KANSU"	On 27th Dec., 10 A.M.
SHANGHAI & TSINGTAU	"KANCHOW"	On 27th Dec., M'night.
SHANGHAI	"SHAOHSING"	On 30th Dec., Noon.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 30th Dec., 4 P.M.
TAKHOI & HAIPHONG	"KAIFONG"	On 31st Dec., 10 A.M.
SHANGHAI	"LUCHOW"	On 1st Jan., 4 P.M.
SHANGHAI & TSINGTAU	"CHENAN"	On 3rd Jan., M'night.
SHANGHAI	"LIANGCHOW"	On 6th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th December, 1913. TELEPHONE 36. [7

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 30th Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 2nd Jan., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 6th Jan., at 11 A.M.

* The s.s. "Haiching" will leave on Tuesday, for Swatow and Foochow calling at Amoy for Passengers only.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 27th December, 1913. [6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN		On 2nd Jan., 10 A.M.
ALDENHAM	3rd Jan.	
EMPIRE	24th Jan.	On 13th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & Co.,
AGENTS.

47

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GERELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. PREUSSEN	31st Dec.
S.S. O. J. D. AHLERS ...	14th Jan.
S.S. BELGRAVIA ...	15th Jan.
S.S. SPEZIA	28th Jan.
S.S. SAXONIA	4th Feb.
S.S. SCANDIA	9th Feb.
S.S. HOERDE	24th Feb.

For Further Particulars, apply to—

Hongkong, 27th December, 1913.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. FUERST BUELOW 29th Dec.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ 7th Jan.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 13th Jan.
FOR MARSEILLES, BREMEN & HAMBURG:
S.S. EMDEN ... 13th Jan.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. BELGRAVIA ... 16th Jan.
FOR HAVRE, EMDEN & HAMBURG:
S.S. SILESIA 26th Jan.

HAMBURG-AMERIKA LINIE,
Hongkong Office [9

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	11,000—18 knots ...	...WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots...	...SATUR., 17th Jan.
* HONGKONG MARU	... 11,000—18 knots ...	...TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots...	
CHIYO MARU	22,000—21 knots...	

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON	£71.10....	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60. ...	„ „	£96.10.
„ „ „ SAN FRANCISCO	£45. ...	„ „	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	...17,000—14 knots	...February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [237

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO
SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 „
S.S. SHINYO MARU	22,000	21 „
S.S. NIPPON MARU ...	11,000	18 „
S.S. HONGKONG MARU ...	11,000	18 „

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE),
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 15th January, at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy—
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st December.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £5.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.
S.S. "KOERBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "CHINA," 11,800 tons, will leave as above about 30th December.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 17th December, 1913. Princes' Building. 152

NORDDEUTSCHER LLOYD.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"BUELOW" Capt. C NABRATH,	16,900	Wed'day, 7th Jan., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON BINZER,	18,300	About Thursday, 8th Jan.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"COBLENZ." Capt. L. KLUGKIST,	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE...	"PRINZ SIGISMUND," Capt. A HURTMER	6,000	About Tuesday, 7th Jan.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken. [4

PASSENGER SEASON 1914.
NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"PRINZ LUDWIG" Capt. F. VON BINZER.	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AHLBORN.	17,300 „	ON FEBRUARY 18TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250 „	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS.	17,000 „	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT.	17,000 „	ON MARCH 31ST.
"YORCK" Capt. F. LOESER.	17,000 „	ON APRIL 15TH.
*"PRINCESS ALICE" Capt. J. BORTFELDT.	20,300 „	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED. [1190

FREIGHT LINE.
NEXT SAILINGS FROM HONGKONG.

OUTWARD. Steamship	about 1914	HOMEWARD.
"MARK"	2nd Febr.	FOR MARSEILLES, DUNKIRK, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "MARK" about Middle of March.
"TUEBINGEN"	16th Febr.	FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "TUEBINGEN" about End of March.
"FRANKEN"	2nd March.	FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "FRANKEN" about Middle of April.
"GOETTINGEN"	16th March.	FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN: S.S. "GOETTINGEN" about Beginning of May.
"LOTHRINGEN"	30th March.	FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "LOTHRINGEN" about Middle of May.
"THUERINGEN"	13th April.	FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "THUERINGEN" about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.
GENERAL AGENTS.

Hongkong, 19th December, 1913. [1454

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* left Yokohama on the 16th December, between 2 and 4 p.m., via Manila.

The P.M. *Nile* sailed from Yokohama for Hongkong via Manila on the 24th December. The mail from the United States has been transferred to the E.A. str. *Eastern*, which Company's representatives in Hongkong advise us is scheduled to arrive in Hongkong on the 31st December.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 13th December, at 11 a.m., and may be expected here on or about the 5th January.

The E. & A. *Aldenham* left Sydney for this port on the 17th December, and may be expected to arrive here on or about 10th January.

MERCHANT STEAMERS.

The P. & O. str. *Nankin* left Singapore for this port on the 21st December, at 4 p.m., and is due here on the 27th December, at about 6 a.m.

The N.Y.K. str. *Atsuta Maru* (European Line) left Yokohama for this port via ports on the 17th December, and is expected here on the 29th December.

The Danish str. *Tranquebar* left Port Said on the 5th December, and may be expected here on or about 31st December.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 12th December, and is expected here on the 1st January.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Bombay for this port on the 15th December, and is expected here on the 2nd January.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 6th December, and is expected here on the 5th January.

The N.Y.K. str. *Iyo Maru* (European Line) left London for this port via ports on the 6th December, and is expected here on the 14th January.

The Danish str. *Annam* left Port Said on the 20th December, and may be expected here on or about the 14th January.

The str. *Glenfarg* passed the Suez Canal on the 19th December, and is due here on or about 15th January.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Seattle for this port via ports on the 16th December, and is expected here on the 18th January.

SHIRE LINE, LIMITED.

Monmouthshire, from London, passed the Canal on the 25th November, and is due in Hongkong 30th December.

Den of Glamis, from Seattle, is due in Hongkong 2nd January.

Solveig, from Seattle, is due in Hongkong 3rd January.

Vennachar, from Tacoma, is due in Hongkong 26th January.

Glenroy, passed the Canal, and is due in Hongkong 12th January.

INDRA LINE, LIMITED.

Indrakuala, from Japan, is due in Hongkong 7th January.

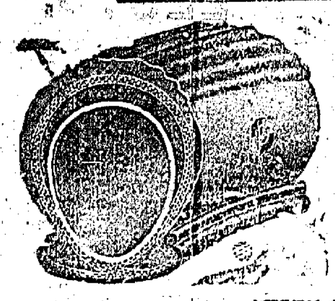
SHIPPING REPORTS.

The British str. *Tean* reports: Strong monsoon.

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. HUNG CHEONG, Haiphong Road

PETER UNION



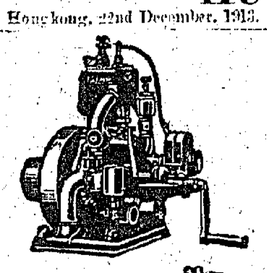
RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 22nd December, 1913. [44-35



FAFNIR WORKS

AACHEN.

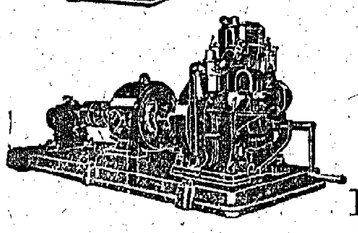
CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND

BICYCLE SPOKES.



Represented by—

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

Hongkong, 22nd December, 1913. [44-47

NATURA MILK

LION  BRAND

BEST STERILIZED MILK

ON THE MARKET.

$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960. 20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 22nd December, 1913. [44-45

POST OFFICE NOTICE.

NEW YEAR'S HOLIDAYS.

To-day, the Post Office will be open from 8 a.m. to 1 p.m. On Thursday, 1st January, the Post Office will be open from 8 to 9 a.m. In the event of the arrival of the English Mail from Europe, the Post Office will be open for one hour for the delivery thereof.

There will be one delivery of ordinary correspondence and one collection of letters as on Sundays

The Money Order Office will be entirely closed.

1st of January being a holiday, Mails per *Empress of Russia* will be closed on Wednesday, the 31st inst., 6 p.m.

The UNITED STATES MAILS ex *Nile* have been transferred to the *Eastern* which is scheduld to arrive here on Wednesday, the 31st inst.

FOR	PER	DATE
*Shanghai, *North China and *Japan via *Kobe	*Arratoon Apcar*	Saturday, 27th, 9.00 A M
Philippine Islands...	*Yuensang* ...	Saturday, 27th, 9.00 A M
*Shanghai and *North China	*Kwongsang* ...	Saturday, 27th, 9.00 A M
SHANGHAI, NORTH CHINA and TSINGTAU (EUROPE VIA SIBERIA)	*Kanchow* ...	Saturday, 27th, 1.00 P M
Straits and India via Calcutta	*Gregory Apcar* ...	Sunday, 28th, 9.00 A M
Swatow, Amoy and Formosa via Tamsui	*Daijin Maru* ...	Sunday, 28th, 9.00 A M
Shanghai and North China	*Wingsang* ...	Monday, 29th, 5.00 P M
Shanghai, North and China	*Shaohsing* ...	Tuesday, 30th, 10.00 A M
Swatow, Amoy and Foochow	*Haiching* ..	Tuesday, 30th, 10.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Polynesien* ...	Tuesday, 30th, Printed Matter and Samples ... 10.00 A M; Registration 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M); Registration Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M
Philippine Islands	*Sungkiang* ...	Tuesday, 30th, 3.00 P M
Pakhoi, Haiphong, and Saigon	*Kaifong* ...	Wednesday, 31st, 9.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	*Empress of Russia*	Wednesday, 31st, Registration ... 5.00 P M; Registration Kowloon B.O. ... 4.00 P M; Letters ... 6.00 P M
—: JANUARY, 1914 :—		
Shanghai and North China	*Luchow* ...	Thursday, 1st, 9.00 A M
*Shanghai and *North China	*Kingsing* ...	Thursday, 1st, 9.00 A M
Swatow, Amoy and Foochow	*Haiyang* ..	Friday, 2nd, 10.00 A M
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin	*Eastern* ...	Friday, 2nd, 10.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON, Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)... The Parcel mail will be closed on Friday, the 2nd Jan., at 5 p.m.	*Himalaya*	Saturday, 3rd, Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M; Registration, Kowloon B.O. 9.30 A M; Letters 11.00 A M

* Specially superscribed correspondence only.

PASSENGERS.

ARRIVED.

Per *Tean*, from Manila, Mr. E. Robinson and Mr. B. Trunchel.

Per *Arratoon Apcar*, from Calcutta, etc., Miss Wallace, Mrs. Menzie, Rev. Lie, Father Brambella and Mr. W. Smee.

Per *Empress of Russia*, for Hongkong, from Vancouver, Mr. and Mrs. R. H. McCord and 2 children, Miss E. Thoren, Mrs. P. McClintock and child, Mr. and Mrs. E. Dickson, Mr. J. S. Hord, Mrs. W. A. Bauer, Mrs. E. Heimendahl, Dr. J. A. Lyons, Mr. Donald C. Ross; from Yokohama, Mr. F. B. Heape, Rev. P. W. McClintock; from Kobe, Mr. G. M. Schlesingh, Mr. L. Kamiya; from Nagasaki, Mr. and Mrs. W. H. Lambert; from Shanghai, H.E. Sir Henry May, Miss May, Mr. and Mrs. W. C. G. Howard, Hon. Mr. and Mrs. E. Shellim, Mr. and Mrs. L. Warner, Mr. K. Nooman, Mr. S. C. Nooman and Mr. A. David.

Per *Luetzow*, for Hongkong, from Hamburg, Mr. M. Richter, Mr. E. Christensen; from Southampton, Mr. Cecil Lawder and party, Misses A. Livingstone (2), Mrs. M. Raddatz and children, Mrs. E. Dorward and children; from Genoa, Lady Chater, Messrs. J. Bagram, H. Lenamberg, P. Nunninghoff, B. Müller, H. Wegener, A. Vodz, E. B. Mucke, E. Krohn, H. Aberle; from Naples, Mr. H. Streiff and family, Miss L. Smith; from Port Said, Mr. A. Carrelli, Mr. S. Massoni, Mrs. G. G. Bergne, Mrs. E. Etrich; from Colombo, Mr. F. Langford, Mr. J. Danielsen, Rev. C. C. Morris, Mr. Steck; from E. J. Courvoisier, Mr. and Mrs. G. Zundel and child, Mrs. C. E. Taylor, Miss M. Putnam, Miss E. Jordan, Mr. J. Moore, Mr. D. F. Smith, Mr. R. Boolchand and Miss J. Dreth.

COMMERCIAL.

CLOSING QUOTATIONS.

December 24th.

ON LONDON:—	
Telegraphic Transfer	1/11 3/8
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 5/8
Bank Bills, at 4 months' sight	1/11 7/8
Credits, at 4 months' sight	1 11 1/2
Documentary Bills 4 months' sight	1 11 5/8
ON PARIS:—	
Bank Bills, on demand	2.-
Credits, at 4 months' sight	250
ON GERMANY:—	
On demand	198 1/2
ON NEW YORK:—	
Bank Bills, on demand	47
Credits, at 60 days' sight	48
ON BOMBAY:—	
Telegraphic Transfer	144
Bank, on demand	144 1/2
ON CALCUTTA:—	
Telegraphic Transfer	144
Bank, on demand	144 1/2
ON SHANGHAI:—	
Bank, at sight	73 3/8
Private, 30 days' sight	74 1/2
ON YOKOHAMA:—On demand	94 1/2
ON MANILA:—On demand—Pesos—95	
ON SINGAPORE:—On demand	82 3/8
ON BATAVIA:—On demand	117
ON HAIPHONG:—On demand	1 % pm.
ON SAIGON:—On demand	1 "
ON BANGKOK:—On demand	79 3/4
SOVEREIGNS, Bank's Buying Rate	$10.25
GOLD LEAF, 100 fine, per tael	$53.90
BAR SILVER, per oz.	26 3/8

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.	$10.03 discount.
Chinese	10 "	"	$10.60 "
Hongkong	20 "	"	$ 7.80 "
Hongkong	10 "	"	$1.. 0 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
December 5th.	December 20th.
December 6th.	December 22nd.

FORTHCOMING EVENTS.

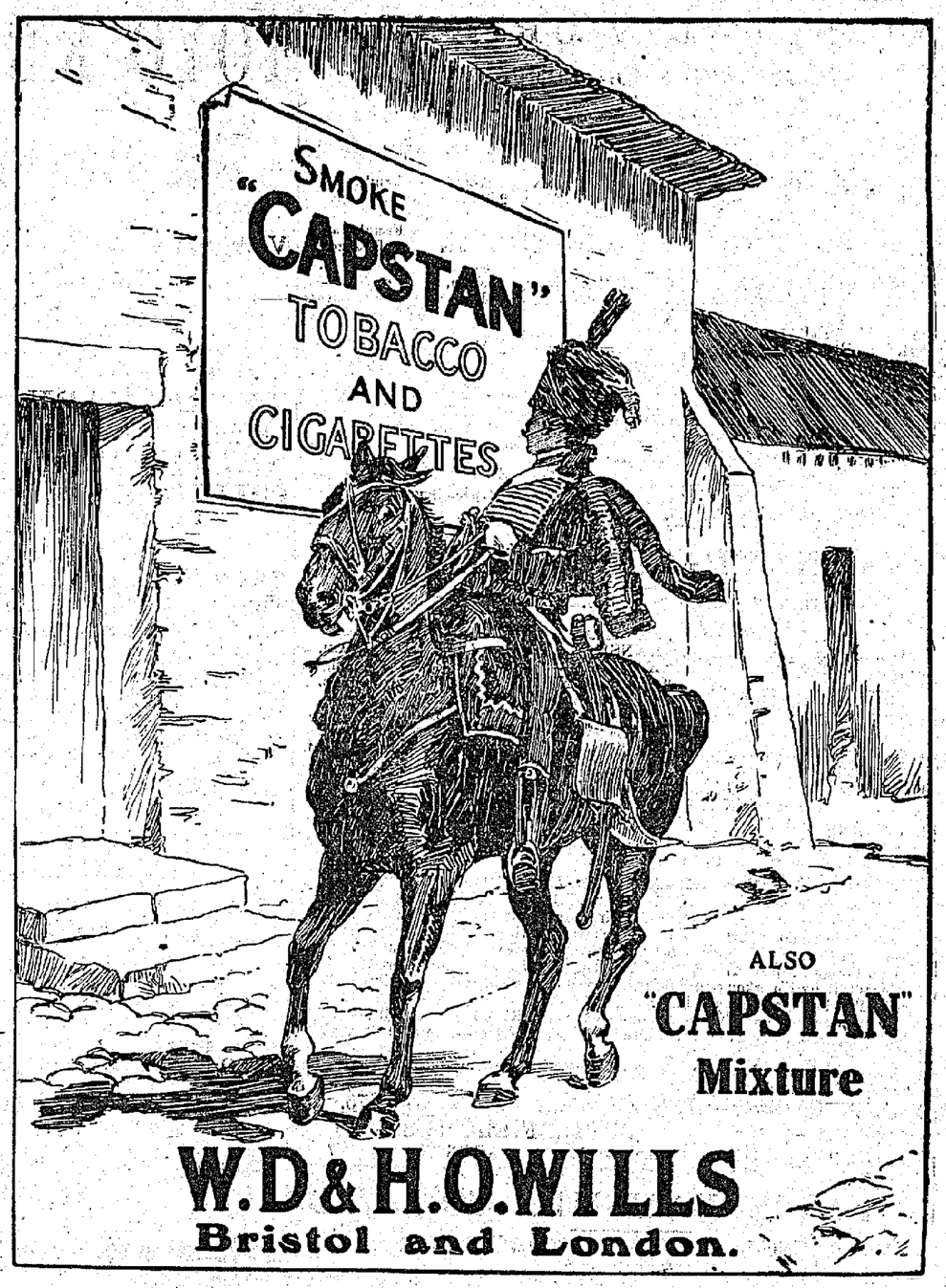
Monday, 29th Dec.:—
3 p.m.—Auction of Crown Land at Reclamation St., Yaumati, by Public Works Dept.
3 p.m.—Auction of Lots of Crown Land around Kowloon Bay in the New Territories, by Public Works Dept.
Thursday, 1st Jan.—
New Year's Day.—General Holiday.
Tuesday, 6th Jan.:—
Noon—Geo. Fenwick & Co., Ltd., General Meeting.

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

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SHARE LIST.—QUOTATIONS.

HONGKONG, 24TH DECEMBER, '913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790, sal. & buy. L'don £80	5 1/2 p.c.
China Borneo Company, Limited ...	60,000	$12	all	$10, buyers	8 1/2 p.c.
China Light and Power Company, Ld.	50,000	$5	all		
	50,000	$1	all	$4 1/2, sellers	
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$9	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 152, buyers	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$7 1/2	
Dairy Farm Company, Limited	40,000	$7 1/2	all	$28, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$89, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$75 1/2, buyers	3 p.c.
New Amoy Dock Co., Limited...	10,000	$6 1/2	all	$8 1/2	7 1/2 p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 53 1/2, buyers	
S'hai. and Hongkew Wharf Co., Ld.	36,000	Tls. 100	all	Tls. 110	
Green Island Cement Co., Limited...	400,000	$10	all	$7, buyers	
Hongkong Electric Co., Limited ...	60,000	$10	all	$48 1/2, sales	4 p.c.
Hongkong Hotel Company Limited	12,000	$50	all	$123 1/4	5 p.c.
	8,000			$25 $92, buyers	
Manila Metropole Hotel, Limited ...	15,000	Ps. 10	all	Ps 3 1/2, sellers	
Hongkong Ice Company, Limited...	5,000	$25	all	$186, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$22 1/2	9 1/2 p.c.
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	8/1 1/2, sellers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$322 1/2, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$161, sal. & sel.	6 1/2 p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$580, sales	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 133	
Union Insurance Society, Limited	12,400	$250	$100	$810, sellers	6 1/2 p.c.
Yangtsze Insurance Association, Ld ...	12,000	$100	$50	$192 1/2, @ Ex 7/3	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$10	all	$114, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9 1/2, sales	5 1/2 p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$50	$45	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls 50	all	Tls. 91	
West Point Building Co., Limited	12,500	$50	all	$67, buyers	5 1/2 p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 35 3/4, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld ...	1,000,000	£1	all	35/-	
Heawood Tin and Rubber Estate, Ld ...	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.10, sellers	
Tronoh Mines, Limited	160,000	£1	all	33/-	
	25,000	$10	all	$10 1/4, sales	7 1/2 p.c.
Peak Tramways Co., Limited ...	50,000	$10	$1	$0.95, buyers	
Philippine Co., Limited ...	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	15,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$34 1/2, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$31, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld ...	30,000	$25	all	$10 10	
Douglas Steamship Co., Limited.	20,000	$50	all	$40, sellers	5 p.c
H'kong., Canton & Macao S.B. Co., Ld.	30,000	$15	all	$24, buyers	7 1/2 p.c.
Indo-China Steam Navigation Co. Ld	60,000 pref.	£5	all	$30, L'don. sel. £3 1s. 6d.	
	60,000 def.				
Shell Transport & Trading Co., Ld ...	2,500,000	£1	all	99/-	6 p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$45, buyers	3 1/2 p.c.
South China Morning Post, Limited	6,000	$25	all	$22, sellers	
Steam Laundry Company, Limited ...	20,000	$5	all	$4.65	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$9 1/2, sellers	4 p.c.
Watson & Co., A. S., Limited ...	90,000	$10	all	$8, sellers	
Union Watercoat Co., Limited	50,000	$10	all	$17 1/2, sellers	5 1/2 p.c.

Para Rubber in London 3/-3/4 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

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